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WEEKLY REPORTS

August, 1954 -- July, 1955

PACIFIC QUEEN RESTORATION

by

Captain T. C. Conwell

&

Karl Kortum

San Francisco Maritime Museum

96-71

August 24, 1954

TO: A. F. Bartholomew, Bob Brightman, Mario Grossetti, Stan Lore, Leslie K. Moore, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT #1

It is only proper that each of you be kept posted as to the status of the restoration work which lies ahead. I shall endeavor to send you this information on a weekly basis, in mid-week, in order that the next week-end work may be planned in a business-like manner. Perhaps the form I am using in this first report will stand some re-arranging in future ones. Your recommendations will be welcomed.

WELDING:

1. Pacific Coast Engineering advise today that they will have more than two of the new yard-arms delivered on or before Friday, the 27th. As you may recall, they are forming the new arms, installing the fittings from the old arms and tack welding the whole arrangement. It will be our chore to complete the welding. I should think that we should not undertake to weld the new ends to the yards until we have all 12 pieces on hand. We then could get a fork-lift, blocking, etc., and do all of them in sequence.

2. The Gilmore Steel Company representative visited the ship yesterday, the 24th, checked our steel requirement and will make another delivery on or before Friday, the 27th. Included is the piece of angle to complete the work on the forecastle head.

3. In view of the work in items (1) and (2), I have requested Moore's to have 4 welding machines available for this week end, the 28th/29th. Do we need any more?

BURNING:

1. Todd's removed the stays from the bowsprit which makes it ready for renewal. The plan is to burn it off just forward of the martingale (about half-way). It is my understanding that the bowsprit can be worked on from a ganguay stage in conjunction with the dock crane. Possibly a considerable amount of the burning could be done from the stage, particularly the under part, and the burn-through made from the remainder of the bowsprit after the stage is removed. Before the stage is landed on the dock the bowsprit should be slung for holding by the crane and landing on the dock when the burning is completed.

2. There are some removals yet to be made under the forecastlehead. They are the overhead fairleads and the big gear wheel attached around the capstan shaft. The wheel is in two pieces, bolted on the upper side. These removals, primarily, are the burning of the holding bolts. The

PAINTERS:

The Painters have kept even with the rest of the work, following the scalers. Their major assistance will be needed in wrapping up the whole job. In the meanwhile, could you take on the rehabilitation of the wooden yards on the dock?

Mr. Bartlett, Moore's, has agreed to furnish us the small items of materials and supplies required as the work progresses. When we are finished I propose to have some firm repay him in kind. As you know, Moore's also furnish the tools and equipment. I was able to help on gasoline for the compressors by getting General Petroleum to contribute 600 gallons which they will deliver into the yard tank near the ship.

In event you observe that the wooden doors are missing from the two lockers and the midships house, Stan Flowers, who has a carpentry business at 116 Battery, (S.F.) now has them in his shop for "re-doing". No one has turned us down yet in our requests for assistance in this undertaking.

I am not going to be on the job on Saturday (the 28th) as we have the SS PRESIDENT WILSON preparing to sail at 4:00 p.m. that day. However, the base will be covered --mostly concerned in getting the chow on the scene at noon -- and I will try to come over for awhile in the morning.

Have I overlooked anyone in the distribution of this memorandum?

Thanks again for your splendid co-operation.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc: M. Bartlett, Moore's
Neal Johnson, "
S. Walton - S. F. Maritime Museum Association
K. Kortum " " " " "
W. Mills " " " " "
D. Nelson " " " " "
R. Mayer " " " " "

September 1, 1954

TO: A. F. Bartholomew, Bob Brightman, Mario Grossetti, Stan Lore, Leslie K. Moore, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP " PACIFIC QUEEN"
REPORT NO. 2

Inasmuch as our project is to be "shut down" for Labor Day week end, it gives me an opportunity to review what has happened up to now in respect to contributions of volunteer labor, materials, services, facilities and equipment. As is well known, we are undertaking this restoration on as thin a financial shoe string as has ever been known. However, we are impelled to do so because of the historic nature of our objective; we are encouraged in our efforts by the whole-hearted responses we have received to date.

I should like to list the various organized labor groups who, our records show, are with us in this undertaking:

Shipyard & Marine Shop Laborers' Union No. 886
Welders' Local No. 681
Shipfitters & Helpers Union, Local No. 9
Shipwrights, Joiners & Boatbuilders, Local 1149
District Council of Painters No. 16, Local 1178
Electrical Workers' Local 595
Operating Engineers, Local Union No. 3
Boiler Makers' Union, Local No. 39

In addition to the above listed we have received the volunteer services of members of Local 1546 (Automobile Mechanics). Please advise of any errors or omissions to the listing. As additional crafts enter our joint undertaking they will be added.

In addition to the above listed organizations we are pleased to record that a group of seven Kings Point Merchant Marine Academy Alumni, San Francisco Chapter, reported to the ship on Saturday, August 28, where they were assigned to hull scaling.

I now desire to make an accounting for the various services we have received as donations by local companies and businesses:

PILLSBURY & MARTINGONI

This organization of Marine surveyors originally inspected the vessel and reported to the Museum upon her condition. It was the result of this inspection and their findings that caused us to proceed with the work which followed. This firm also inspected the vessel while on drydock at Bethlehem.

TREADWELL & LAUGHLIN

This firm of attorneys contributed a considerable amount of legal work in connection with purchase preliminaries.

CROWLEY LAUNCH & TUGBOAT CO.

The Crowleys, Sr. and Jr., have been with us 100% since the very establishment of the Museum. In respect to the ship, Mr. Crowley endorsed a note for $1,000 to assist us in making the down payment and he then agreed to tow the vessel, free, from Sausalito to Bethlehem then to Moore's, Alameda, and, eventually, return her to Pier 43, Fishermen's Wharf.

BETHLEHEM PACIFIC COAST STEEL CORPORATION

Bethlehem dry-docked the vessel, cleaned the hull and applied the bottom paint as their contribution. In this connection they permitted the vessel to remain on the dock from Monday through Friday in order that the under-water work might receive the best of attention.

THORNLEY & PITT

This firm of Customs Brokers contributed their "know-how" in connection with the transfer of title at the time of purchase of the vessel and recording the new ownership documents in the Customs House.

AMERICAN MARINE PAINT COMPANY

American Marine Paint Company supplied sufficient bottom paint to give two coats to the ship's under-water hull.

MOORE DRYDOCK COMPANY

All hands are well aware from observation that Moore's are contributing very substantially to this restoration. They sent all the yards down. They are renewing a considerable portion of the rigging and are providing tools, equipment and dock facilities for our project.

TODD SHIPYARD CORPORATION

Todd's as you probably know, are doing a considerable amount of work in renewing the rig on the foremast and bowsprit. As a matter of fact, Moore and Todd are contributing equally in respect to the dollar value; the Bethlehem contribution was to the same monetary extent as Moore and Todd. In due course of time Todd will return the yards to the masts.

H. G. SIEFERT LABORATORIES

Before we could do any hot work on board the ship we were required by the Alameda Fire Marshall to have the ship certified gas-free by a chemist. The Siefert Laboratories contributed the services of their organization in inspecting the vessel and issued the gas-free certificate which is now posted on board.

PACIFIC COAST ENGINEERING COMPANY

This company helped us in a particularly troublesome matter, namely, the furnishing new ends for the yards and bowsprit in place of badly wasted metal. This was a major undertaking as is obvious from the nature of the work. There are a total of 12 new yard ends and the bowsprit being rolled and furnished by this company. They removed the fittings from the wasted ends and fitted them to the new pieces.

STANDARD DISTRIBUTING COMPANY/PABCO PRODUCTS INC.

Standard distributes Pabco products. Jointly they are furnishing the primer and paint for the yards and masts, approximately 105 gallons.

GENERAL PETROLEUM CORPORATION

In using Moore's air compressors we found that we were consuming a lot of their gasoline. In order to spread this burden a little more evenly, we obtained as a contribution from General 600 gallons of gasoline which they delivered into the tank in the Alameda Plant.

STAN FLOWERS CO., INC.

This firm of Marine Carpenters has been most helpful in our undertaking. They have agreed to restore the teak wood doors in the midship house and to build three new doors which are required in completing all this particular work. In addition to this, though not yet taken in hand, they have agreed to do quite an amount of carpentry repairs and restoration about the ship.

S & W FINE FOODS INC.

As you know, the Museum furnishes the lunches for the volunteer workers. This item is quite substantial in cost and, as one means to reduce that expense, this firm has furnished us with 24 pounds of coffee. In our undertaking we keep before us that every little bit saved helps our cause.

GILMORE STEEL COMPANY

We have quite a requirement for various steel products to effect necessary repairs and restoration. Gilmore has furnished all the supplies to date and we believe they will stay with us to see the job finished.

C. J. HENDRY CO.

Many months ago this company, in anticipation of the Museum obtaining the ship, contributed the several reels of wire you see on the dock. This wire is a very important segment in restoring the rigging and it probably would have been beyond the capacity of the Museum to have ever purchased it at market prices.

From time to time, as additional people or firms contribute to our effort, I will bring this accounting to date.

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On Wednesday, September 8, I expect to mail Report No. 3, which will outline the work we hope to have in the mill for Saturday and Sunday, September 11 and 12. I might mention that since my last report I have visited Mr. Rasmussen of Local 6, Boiler Makers, and solicited their assistance in connection with the welding. I understand that Bob Brightman will be on his vacation during our next week end at work and it would be most helpful if Local 6 could carry the ball for Local 681

during his absence. We would need four, and possibly six welders on those two days in order to catch up with the deliveries being made by Pacific Coast Engineering of the yard arms and the installation of the steel delivered by Gilmore. However, any amount of assistance would be helpful.

T. C. Convell

Captain T. C. Convell

TCC/dg
cc: M. Bartlett, Moore's
Neal Johnson, Moore's
S. Walton - S.F. Maritime Museum Association
K. Kortum " " " "
W. Mills " " " "
D. Nelson " " " "
R. Mayer " " " "

September 8, 1954

TO: A. F. Bartholomew, Bob Brightman, Mario Grossetti, Stan Lore, Leslie K. Moore, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 3

Our project will be "open for business" this coming week end, September 11/12, and it shapes up as being quite an operation.

On our last work day, August 28, we experienced a "good" difficulty; we had more hands than we had tools! The deficiency was partially remedied by use of hand tools for scaling though, obviously, with quite a loss in production.

Last Thursday, the 2nd, "Bart" (Bartholomew) and I met Mr. Bartlett, of Moore's, explained to him what had happened the previous Saturday. He then assured us that on the 11th/12th he would arrange for double the air-compressor capacity, and the necessary additional scaling guns, which will enable about 26 men to tear into the scaling job.

Yesterday Lieutenant Brown, of Kings Point Alumni group, phoned to report that he would be on deck with a crew of 7 to 10 of his associates on Sunday, the 12th to resume their scaling contribution. Pneumatic tools will be available, giving the Alumni an opportunity to become re-acquainted with an old friend (?). Further, I understand that a group from Moore's will also be on hand for Sunday scaling. Frankly, this is a tremendous lift to the job as it is taking advantage of this good weather while we have it. At this rate we should complete all the scaling and get it well covered with red lead and paint before we get rained out for outside work.

And now, an outline of work for the week end:

WELDING/SHIPFITTING:

1. Pacific Coast Engineering has completed and delivered all 12 yard ends. The Shipfitters placed two of them in position on August 28. To complete the welding of the assemblies and to fit and weld them to the yards is now our #1 welding/shipfitting job. When they are all on we can red lead the new pieces and proceed to finish paint the yards preparatory to sending them back on the masts. Restoring these steel yards was one of our biggest jobs.

2. There is a small amount of welding to be completed on the forecastle head which, in order to complete the job, we hope to accomplish this week end.

BURNING

1. The bowsprit was burned off on the 28th. Removals are now complete with the exception of some fittings under the forecastle and on the forward deck. My guess is that one burner could clean up those in a couple of hours. We hope to do this on the 11th.

CRANE OPERATOR:

1. We will not require a crane operator this week. Mr. Solari phoned today in the matter and I so informed him. I feel that we can accumulate our crane work so that when an operator does come in to give us a hand he will feel that his presence is well worthwhile. The same thinking is true of all the crafts; when we have something for them to put their teeth in, we will sing-out.

SCALING:

1. "Bart's" boys are making great headway in a tedious kind of scaling. We are anxious to complete the scaling under the forecastle and the inside and outside of the midships house in order that those areas can be readied for the carpenter work. The masts remain to be completed but we will crack that problem somehow.

2. After the work above is behind us we will tackle the on-deck bulwarks. As a matter of fact, with a big crew of scalers we could over-flow on to the float alongside and work on the hull. Actually the hull is not in too bad shape in many areas --a scraper probably will do -- but we will have to go over it.

CARPENTRY:

1. We are in the market for about 4 Shipwrights the 11th to clean up the removals remaining from their first visit. Also, we want to tackle the job of making the top of the midships house water-tight. This will require stripping off the present roofing paper, plugging up some holes and readying the top for a shipshape job of laying new roofing material.

ELECTRICAL:

1. This is a good period to relax. We will be needing you to hook up the crew forecastle and midships house lighting when they are restored.

STEAMFITTERS:

1. "Bart" advises that he rather expects them to show up on the 11th. How about tools? My guess is that their work, at this stage, will be confined to removals, requiring wrenches, hammers, etc. (For the work to be done, see Report No. 1). We do not want to remove the water line which leads from the fire main to the top of the midships house. Eventually we will have to install a tank up there to serve the galley and this would serve as a filling line.

PAINTERS:

1. The Painters continue to keep abreast of the requirement. In due course we are going to turn loose the scaling gang on the hull which will really make a tremendous change in the appearance of the Old Lady when the paint thereon begins to show up.

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Right now I want to say that if I ever overlook anyone, or any group, in these weekly round-ups I ask you to please tell me. Doing my own full-time job could cause me to omit some text from this report.

Further to our list of firms who have contributed to our project, I am happy to add these:

H. & H. Ship Service Co.

This company has made available to us some of the pneumatic tools which have been so helpful in our scaling production.

Bell Rigging Supply/Colorado Fuel and Iron Corporation

In response to our request to Bell for assistance on rigging wire, they arranged with their principal, Colorado, to furnish us a total of 1900 feet of galvanized iron wire for the yard lifts and the foot ropes. Further, these items, weighing 1446 pounds, are being shipped to the ship from their Seattle warehouse, all free of any expense to us.

Next week I hope to be able to add a couple more crafts to our list, inclusive of the Steamfitters, as well as additional contributors of supplies.

See you the 11th and 12th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc: M. Bartlett, Moore's
Neal Johnson, Moore's
M. M. Lembke
S. Walton - S. F. Maritime Museum Association
K. Kortum " " " " "
W. Mills " " " " "
D. Nelson " " " " "
R. Mayer " " " " "

September 15, 1954

TO: A. F. Bartholomew — Louis C. Solari
Bob Brightman — Ted Tiner
Mario Grossetti — Al Brown
Stan Lore — A. W. Rasmussen
Leslie K. Moore — Charles Cox
William M. Smock

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 4

We are happy to add to the roster of those who are helping us with this restoration undertaking the names of the Steamfitters Local Union No. 38 and Boiler Makers, Iron Ship Builders Welders and Helpers, Local No. 6, who made their initial appearance on the job last Saturday, September 11. We are pleased to add Messrs. Cox and Rasmusse to our distribution of this weekly round-up. The tally of organized labor groups lending us their assistance now stands at 10. With such co-operation spread over such a wide base it is obvious that we are going to succeed in our objective of presenting to the public of this community a facsimile of a ship which meant so much in the development of our State.

Up till now our work has been very tedious in nature and we have actually not been able to report the completion of any one segment. However, over the past week end the scaling in the forecastle head, soon to be restored to a crew forecastle, was completed. During this week the painters probably will be able to give it the first coat of red lead. In connection with scaling this forecastle there was uncovered a very interesting reminder of living conditions on board these ships 68 years ago. After scaling the paint from an overhead beam there was uncovered this cut-in inscription: CERTIFIED TO ACCOMMODATE THIRTY-FOUR SEAMEN. What a contrast to present day conditions.

Among those reporting for work on Sunday, September 12, was Lt. Brown and a group of his fellow Kings Point Alumni. Lt. Brown brought with him a Lt. Commander from the Navy who manned one of the scaling hammers all that day. In consideration of the assistance from the Kings Point group, we also add Lt. Brown to the list of those receiving this report. It was on Saturday the 11th that the first brush of red lead was actually applied on the ship. Mr. Walter Taylor, one of our volunteers who has sailed in this type ship, had no hesitation in going to the top of the foremast and scaling it for a considerable length. He then applied the coat of red lead. To a certain extent we can say that his action was the turning point from tearing things out to the commencement of putting things back.

In respect to the various things to be considered, we have these comments:

WELDING/SHIPFITTING:

The shipfitters and welders made good progress last Saturday on fitting and welding the new yard arms. However, they were unable to complete the installation and, of

course, there is a considerable amount of welding to be done in completing the new ends themselves. We will be all set to accommodate as many welders as will make an appearance on the 18th, though would like to have an idea of the number to be expected in order that we may arrange for the necessary machines.

BURNING:

Last week we continued with certain removals of unnecessary items about the decks though were unable to complete them. The reason being that one fair-lead under the forecastle was very difficult to get pried loose even after the bolt nuts had been burned. We would like to complete these removals by burning on the 18th; one man should be able to do it in relatively short order.

CRANE OPERATOR:

Mr. Solari's continuing interest in our project is typical of everybody involved. He telephoned me this morning to inquire whether we needed a crane operator this week end. I replied that we did not and that we would try to hold off our need for a crane until we get the new bowsprit back from Pacific Coast Engineering. This probably will be another couple of weeks.

SCALING:

As mentioned before, the forecastle area was completed last week end. This coming week end we hope to complete the bulkhead across the after end of the forecastle, the inside and outside of the port and starboard lockers and the outside of the midship house.

It is time that we gave the Old Girl a lift on the hull. We, therefore, are hopeful that we will have enough scalers to shift the scaling float up under the bow where we can do some work which will be apparent from the dock. Heretofore most of the work done has not been very conspicuous. If we can get the bows scaled and red leaded it will give our project a very fine "lift."

CARPENTRY:

The Shipwrights again appeared on the job last Saturday and stripped off the various unnecessary fittings from the top of the midship house. Mr. Flowers telephoned this morning and gave me a lumber requisition to effect repairs to the deck of the top of the house which, I hope, to obtain within the next couple of days. He previously had given me the requisition for carpenter work in the crew forecastle and I expect to obtain that from the same source. He tells me this morning that when the material is delivered the carpenters will move in on the job, not necessarily on a week end but, possibly, during the course of the week.

ELECTRICAL:

Nothing new to report on this category of work, though, probably, about the first of October we will be ready to take a look at the lighting requirements in the forecastle and the midship house.

STEAMFITTERS:

As noted above we welcomed them to our endeavor last Saturday. They were busily

engaged in removing the considerable amount of piping which had accumulated in the vessel during the days she had a steam boilerhouse installation and also a result of the former owner attempting to establish aquarium tanks in the 'tween deck. By the time being they, too, have caught up with our requirements though it is possible that additional such work may develop in due course.

PAINTERS:

It is our understanding that during the course of this week the painters will end to red lead the forecastle. Should we be able to get started on the hull this we soon will really have a very large requirement for assistance in this phase of work.

As I have said before the success of this endeavor rests with many people. I also am always pleased to record those who have contributed materials which are so necessary to the overall effort. This time I want to add to our list:

INTERNATIONAL PAINT COMPANY

This company has agreed to furnish sufficient red lead to give the hull two coats and sufficient color paint to give it a third. Our estimate is that this requirement is about 1,50 gallons.

DEVOE & RAYNOLDS INC.

This company came forward and offered us all the red lead and color we require to completely paint the forecastle, the port and starboard lockers; inside and out, the midship house and chart room inside and out and the bulwarks. I don't know just what this will run to but I am certain it will be over 100 gallons.

KEN C. GERWICK, INC.

In response to our appeal for rigging wire this company came to our aid with approximately 2,000 feet of wire, half of which of 1/2 inch diameter and the remainder of 3/4 inch. The estimation of these two weeks will be this a very important contribution

Up till the present we have not been working on the ends of the [illegible] to my attention that the other ends of the [illegible] week to make their contribution of [illegible] that if anyone else could use [illegible] could arrange for the [illegible] larly, the welding and burning [illegible] in our getting on with [illegible] we had a sufficient [illegible] interest in our Old Navy of the sea [illegible] and of Portland. Of course, we will [illegible] will keep increasing day and night as [illegible] [illegible] [illegible]

My personal appearance on the job on Saturday, the 18th, is going to be somewhat handicapped because of the departure that day of our SS PRESIDENT CLEVELAND which calls for my personal appearance at the source of my meal-ticket. The ship sails at 12:00 noon and I propose to come over as soon as possible thereafter.

T. C. Conwell

Captain T. C. Conwell

tcc/dg

cc: M. Bartlett, Moore's
Neal Johnson, Moore's
S. Walton - S. F. Maritime Museum Association
K. Kortum " " " "
W. Mills " " " "
D. Nelson " " " "
R. Mayer " " " "
M. M Lemoke " " " "
H. Gallagher

September 22, 1954

TO: A. F. Bartholomew
Bob Brightman
Al Brown
Charles Cox
Mario Grossetti
Stan Lore
Leslie K. Moore
C. A. Rasmussen
William M. Smock
Louis C. Solari
Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 5

A combination of circumstances will, I believe, result in this being a rather short report. First, and most important, my secretary is on vacation and I am apt to not be so long-winded with her relief. Second, I have been out of town and not able to actively push the various matters which lie ahead.

Karl Kortum telephoned me last Saturday morning to report that there was an excellent turn-out at the ship. I had planned to come over after the SS PRESIDENT CLEVELAND sailed; that was not possible as, when she did sail, I was on board for Los Angeles. Checking with him since my return, I learn that the scaling crew really licked a very substantial portion of the on-deck work previously outlined. "Bart" now is investigating the practicability of sand-blasting the hull instead of scaling. There is a lot of merit in such a method as, while the hull is in good shape, it still is 68 years old and we should not hammer on it any more than absolutely necessary.

I will now brief the jobs which are ready to be pushed at this time.

WELDING/SHIPFITTING:

The situation in this area is such that there is much to be done. Equipment and materials are on hand and it is hoped that we will have ready hands, comes Saturday, the 25th.

SCALING:

With a good turn-out the 25th, I believe that almost all of the on-deck scaling will be completed. The following weekend we will be all-set with either hammers or sand for the hull job. "Bart" has lined up some outfits which should lick the hull in relatively short order.

CARPENTRY:

Yesterday (21st), there was a delivery of lumber to the ship, lumber for use in making the deckhead of the midship's house watertight. I have a telephone call in for Stan Flowers at this moment, apprising him of the material availability.

PAINTERS:

Karl reports that the coat of red lead in the forecastle really put us in business. That, too, was a turning point in the job. I would think that the next painting would be to red lead the midship's house, bulwark, etc., possibly some time next week.

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While this has been a short week of effort on my part, I, nevertheless, am happy to record these contributors to our project:

BAY CITY LUMBER CO., INC.:

This company, located in Oakland, came through with a sizeable load of lumber required mostly for the midship's house job. They contributed every item of our entire list which they carried in their stock.

J. & J. PLATING WORKS:

A couple of weeks ago, Karl removed the ship's bell from its customary place on the forecastle-head. His plan was to have it polished, ready for reinstallation when our job is completed. Max Lembke took over that chore and prevailed upon this company to do the job for us. The result is a dazzler, the 68-year old bell turned out to be light color brass; visitors on bright days will need sun-glasses to look at it. J. & J. have, I understand, recently opened a new and most modern shop on Harrison Street, San Francisco.

Giving credit where due, and keeping the record straight, last week I mentioned that a "Lt. Commander" was on the business end of a scaling hammer, the previous Sunday. I now correct that to Commander and add the name G. E. Whaley to the title. That was really a "brass hat" operation!

See you the 25th.

T. C. Conwell

Captain T. C. Conwell

TCC:cb

cc: M. Bartlett, Moore's
H. Gallagher - S.F. Maritime Museum Association
Neal Johnson - Moore's
K. Kortum - S.F. Maritime Museum Association
M. M. Lembke- " " " "
R. Mayer - " " " "
W. Mills - " " " "
D. Nelson - " " " "
S. Walton - " " " "

September 22, 1954

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 6

In the interest of briefing these reports, particularly during the current vacation of my secretary, I will break them into two parts, work done last week and work ahea for the next week-end.

WORK DONE:

When we complete any part of the whole job, there is definite satisfaction in the accomplishment. Last Saturday, "Barts" crew completed scaling and sanding the midship's house. In fact, they almost polished it! Karl communicated the information to Les Moore and, I understand, the house will be redleaded this coming Sunday.

Walter Taylor was back on the foremast on Saturday. On Sunday he and Karl worked on it together. I haven't been over this week, but I believe they have just about completed scaling and redleading that mast. Lieut. Brown went up on the mainmast and made a start on scaling that one. The masts are our problem but, just as I knew would happen, they are being licked just like all of our many problems.

The Carpenters were on the job on Friday, the 24th, and Saturday, the 25th. They closed up the opening in the deckhead of the midship's house, the opening where the old donkey-boiler uptake was located. As a matter of fact, they have used up the lumber I had obtained. Before the week is out I hope to put them back in the game with more supplies.

WORK AHEAD:

For this coming Saturday the project needs:

WELDING/SHIPFITTING:

Much is to be done in this area, though there are two jobs in particular. One is to complete securing the new arms on the yards. The other is to make certain repair to the midship's house, mainly in the way of the door openings where the scaling uncovered some wastage. We are most desirous of completing the steel work on this house so that the carpenters may move in, re-fit the doors and restore the interior. Unfortunately, we will not be able to restore all of the interior until we remove that "Rube Goldberg" hoisting engine - and we still need it for helping with the

rigging work aloft. We can, however, move ahead with the galley restoration and the room forward of the galley.

BURNING:

We need one burner for a couple of hours to complete certain removals in the forecastle area.

SCALING:

"Bart" sized up the situation and believes that with a good turnout this Saturday, he can complete all of the scaling remaining to be done about the decks. He has plans for a major operation the next week-end in respect to tackling the hull and getting it behind us in short order.

We will look aloft comes Saturday morning and see who, and how many, have accepted the challenge of the scale on the mainmast!

--**--

That will do it for our next episode. Obviously, we are on our way to being in position to use other crafts as the work progresses. You will be hearing from us when the time comes. In the meanwhile, I hope you will drop in on the job whenever you have an opportunity. After all, each of you are part of the deal.

See you the 2nd.

T. C. Conwell

Captain T. C. Conwell

TCC:cb

cc: M.Bartlett- Moore's
Neal Johnson- "
H. Gallagher - S.F. Maritime Museum Association
K. Kortum - " " " "
M. M. Lembke - " " " "
R. Mayer - " " " "
W. Mills - " " " "
D. Nelson - " " " "
S. Walton - " " " "

October 6, 1954

TO: A. F. Bartholomew
Bob Brightman
Al Brown
Charles Cox
Mario Grossetti
Stan Lore
Leslie K. Moore
C. A. Rasmussen
William M. Smock
Louis C. Solari
Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 7

WORK DONE:

This report will cover a rather prolonged week-end. Last Saturday, the 2nd, we had a good turnout in areas where we really needed assistance. A sufficient number of welders/ship fitters were on the job to complete fitting the new yard arms to the yards. As I have noted before, it is always pleasant to be able to report on some work item being completed.

Saturday, on deck, we were able to burn off the old chain-drive fittings to the windlass in the crew forecastle area, as well as to burn off a large assortment of superfluous bolts and other such items in the same area. Also, the scaling of bulwarks continued. Walter Taylor decided to scale the forward hatch coaming, the old Alaska Packers house having been removed last week from over the hatch. Karl Kortum was busy with the sander and wire brush getting the scaled surfaces ready.

On Sunday two painters boarded the ship, redleaded (2nd coat) the crew forecastle, the bulkhead aft of the forecastle and inside and outside of the midship's house.

Monday, Walter (Taylor) was back on the foremast giving it a second coat of redlead. Later this week, before Saturday, he is going to tackle the mizzenmast. At the rate he is going, he is going to have a proprietary interest in the masts by the time the job is completed.

Also on Monday, the carpenters reported on board and proceeded to do a ship-shape job of laying waterproof roofing paper on the midship's house. When they complete that, they will give the same treatment to the top of the Chartroom.

WORK AHEAD:

WELDING:

With all the new yard arms in place, we have a sizeable requirement for production welding. There are a total of 12 new assemblies to have the welding completed, they are only tacked at this time. Also, we will have to have blanks welded on the ends of 7 yards, 14 pieces in all. My hope is that we will have sufficient assistance on hand the 9th to lick this whole job.

SHIP FITTING:

With the yard arms all fitted, I assume that the Fitters can move on board and tackle the wasted areas in the midship's house and in the two lockers aft of the forecastle. Completion of these repairs will enable the carpenters to re-install the doors, etc. Captain Johnson, Moore's, should be given a list of equipment required.

My tally of fitting to do to button-up the work is the fitting of the new bowsprit when it is delivered, completion of securing the fairleads on the forecastle, fairing the bulwark on the starboard side, install two bulkheads (aft of forecastle and in galley), about six freeing-ports in the bulwarks and a patch in the shell, port counter. At the present rate this will be finished in short order.

SCALING:

The plans for the 9th are the biggest "bite", at one chunk, planned to date. There is a concerted effort being made to go into the sandblasting business on the hull with an objective of licking a major portion of one side in one day! All I can say at this point is that I appreciate the magnitude of the undertaking and am ready to assist in any manner possible. Our good weather is running out, the rains probably will arrive in another month, and it would be best to get the hull attended before our outdoor game gets washed out.

--**--

During the week our project has received this assistance from commercial firms:

CAMERSTON, GREEN & WOOD:

Contributed the lumber necessary to build the bunks in the forecastle. Stan Flowers is going to fabricate the bunks in his shop and install them when we are ready, - after the painting, electrical work, etc.

STANDARD DISTRIBUTING COMPANY:

When we needed roofing paper, a commodity usually not required on a ship, I naturally turned to this company as they are distributors for Pabco. Was somewhat embarrassed in going to them as they, and Pabco, had already contributed 105 gallons of red lead and paint for the masts and yards. However, if I were easily embarrassed, I wouldn't be in position to say:

See you the 9th.

T. C. Conwell

Captain T. C. Conwell

TCC:cb
cc: M. Bartlett-Moore's
Neal Johnson- "
H. Gallagher-S.F. Maritime Museum Association
K. Kortum- " " " "
M. M. Lembke-" " " "
R. Mayer- " " " "
W. Mills- " " " "
D. Nelson- " " " "
S. Walton- " " " "

October 13, 1954

TO: A. F. Bartholomew
Bob Brightman
Al Brown
Charles Cox
Mario Grossetti
Stan Lore
Leslie K. Moore
C. A. Rasmussen
William M. Smock
Louis C. Solari
Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 8

WORK DONE:

WELDING:

Last Saturday, the 9th, saw another phase of our job completed. While we did not get the yard arms finished we at least were able to get the ends of all the steel yards, 7 of them, closed by welding discs on each end. In addition, a sizeable amount of production welding was completed on the spot-welded new arms.

Our welding production was handicapped by a new complication, at least it was new to us. Last Friday afternoon I was informed that some of our supporters from Hunters Point would be on the job Saturday but they would require welders' hoods and gloves; welders at the Point apparently use yard equipment. A telephone round-up of sources of equipment failed to uncover any so we were obliged to ask our friends to delay their trip to Alameda until they could obtain equipment, possibly on loan from the Point. I mention this at this time simply to pass the word that even though we thought we could rustle up almost any item of gear we came to a deadend on welding hoods and gloves.

SCALING:

This was really something to see. We got off to a slow start with the sandblasting but closed the day with excellent production. I think it proper to say right here that when you consider that men, equipment and supplies funnel into our job from many sources we have an absolute minimum amount of work delay occasioned by getting the teams organized. Each week new faces appear to help the cause. The key to our success is that each and every one is a craftsman, they quickly size up the situation and enter into the spirit of our undertaking.

Last Saturday the sandblasters were from Martinolich's. They brought a truck load of hose, nozzles and their own masks, etc., the pots and compressors were Moore's. My estimate is that they cleaned off and red leaded one-half of the hull next to the dock. I was particularly interested in the hand-driven flush, hull rivets which were completely uncovered, undoubtedly for the first time since the ship was built 68 years ago. This old ship is not exactly an Egyptian tomb but I do think it interesting to visualize the time, and the men, who put her together back in 1886. There is no doubt in my mind that she will be a major attraction in San Francisco in 1986, thanks to the people who are restoring her in 1954.

CARPENTERS:

As noted in my last report, they have completed laying roofing paper on the midships house and the chart house. I understand that, this week, they are going to lay new deck planks in the way of certain removals on the forecastle head. We have obtained additional lumber which will enable us to do some renewals in the poop deckhouse.

PAINTING:

Aside from the hull red leading mentioned above, Walter Taylor second coated (red lead the foremast, and scaled and red leaded about half the mizzenmast. That puts about half of our total mast work behind us. When we can get some air, the sandblasters now use all we have, I believe Al Brown (Kings Pointers) has in mind to resume where Taylor left off.

WORK AHEAD:

WELDING:

We need 5 production welders for Saturday the 16th to complete the yards and 3 welders/ burners to tackle the on-deck and midships house repairs and renewals. Will those concerned check on candidates and phone me (YUkon 6-6000, Ext. 329) Friday morning, the 15th! I certainly do not want men to report if we do not have equipment and that is the only way I will know how much to provide.

SHIP FITTERS:

The Ship Fitters have completed their work on the yards. They now are all set to move on board and tackle the work outlined immediately above; in fact, they marked up most of it last Saturday.

SCALERS:

I understand that a sandblasting crew from another yard will take over on the 16th. We are arranging now for a supply of sand more suited for the job as well as for some additional air. It is best that we breast-off the ship, move a float in, complete the dock side of the hull and then resecure the ship alongside. I assume that the Saturday crew will bring the same gear as did the Martinolich crew last week, inclusive of red lead spraying equipment.

- - * * - -

When one of the members of the sub-committee of the House Merchant Marine and Fisheries Committee, which held hearings here last week on West Coast shipbuilding and ship repair, learned of our PACIFIC QUEEN project he said that it sounded to him to be good material for their official record. I was pleased to prepare a brief report on this joint undertaking and attach a copy for your information and file. The account is brief, but for whatever influence it may have I was pleased at the opportunity to plug, in this small way, for the promotion of jobs and the good of the industry.

See you the 16th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg
Usual Distribution

October 20, 1954

A. F. Bartholomew	Leslie K. Moore
Bob Brightman	C. A. Rasmussen
Al Brown	William M. Smock
Charles Cox	Louis C. Solari
Mario Grossetti	Ted Tiner
Stan Lore	

Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 9

Our project did not get the scheduled sandblasting "lift" last Saturday because the crew scheduled to resume where the Martinolich crew left off was otherwise employed in their home yard. We were all set for them with ten tons of bagged new sand, on pallets, on the pier ready to give the crew a top-grade tool with which to clear off the hull, -- if you can refer to sand as a tool. However, I certainly do not expect anyone to check in at the PACIFIC QUEEN when there is work to be had at one's regular place of employment. As a matter of fact I was working at my job on Saturday and was able to get over to Alameda for only a few minutes. However, we can soon lick this job by showing up when we are not otherwise required on our regular employment.

WORK DONE:

WELDING:

We had sufficient welding assistance to make a big dent in the yard arm job but not enough to wind it up. There remains some odds and ends of welding to do on them and we hope that the 23rd. will see this job behind us.

SCALING:

While the sandblasting was postponed, we nevertheless were able to use the compressors for scaling. Al Brown and some of his Kings Point associates arrived when the whistle blew and tackled scaling and red leading the mizzenmast. Others scaled the boat skids over the midships house so that the new 3" x 6" timber may be bolted to the skids this week -- provided the three coats of red lead dry in time. Karl Kortum and Walter Taylor worked all day Saturday wire-brushing and red leading the steel yards. They also worked on them all day Sunday.

CARPENTERS:

The carpenters are keeping right up with the rest of the work. When the way is cleared for them to move in and do their jobs they are on the spot. Since the last report they have completed the new decking jobs on the forecastlehead. Their next objective is to renew the gratings in the mast tops (platforms). As soon as we can get the midships house repaired they will move in and restore it as it was 68 years ago.

WORK AHEAD:

WELDING/BURNING:

This coming Saturday is October 23rd. The good weather is drawing to a close. We still have enough out-door work to use eight welders/burners and I hope that many will check-in on the 23rd. Such a turnout will serve to level off our various jobs and enable us to proceed to button-up the project.

[illegible]:

Everything is all set to move ahead with the hull job. We have sufficient sand on hand to complete the whole hull. Having missed last Saturday, and with the weather soon due to turn against us for sandblasting and painting, it would certainly be a great boost if we could have a double-header at the job this coming weekend, a crew for Saturday, the 23rd, and another for the next day, Sunday, the 24th. That will take a bit of doing, I know, but I believe the Painters can take it in stride. I stand ready to lend every assistance in providing equipment and material.

- - * * - -

Our business friends continue to come across with the required supplies as we need them. I am pleased to add these to the growing list:

ORLANDO LUMBER CO.

This company picked up the remainder of our original lumber list, and it was a sizeable amount.

[illegible]RINA CONTRACTORS TRUCKING SERVICE CO.

To this company goes the distinction of having donated the most, in weight, of anyone thus far. They delivered 10 tons of #3 sand to the job on the 15th. I hope soon to be able to advise them that it has been used for the intended purpose.

See you the 23rd.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc: M. Bartlett - Moore's
Neal Johnson- "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

October 27, 1954

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, William M. Snock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 10

October 23rd was the kind of a day we will remember. Welders/Burners, Sandblasters/Painters, Shipwrights/Carpenters and Ship Fitters turned out in a force sufficient to really make an impression on the Old Lady. Sparks, sand and chips literally flew. At the head of the pier, on deck and up the mast there was a wide range of activities.

An extra, and most interesting occasion, was the appearance of Mr. Frank Taylor (I could not prevail upon him to work on, and up, the mast as does Walter Taylor) and Mr. Weymouth. These gentlemen are, respectively, writer and photographer for Colliers, the national magazine. The deal is that, jointly, they will put together the story of our restoration of the last of the Pacific Coast windjammers. Mr. Taylor is a well-known writer and undoubtedly will spread the word of our undertaking across the country. I understand that they will be at the ship for the next few week ends observing and photographing our production. Many photographs will be taken though, obviously, only a very few will be published. As for the text, for my part, I shall give Mr. Taylor the facts of our endeavor in the knowledge that his production will do credit to us, our industry and our home communities. One word of caution: the story will appear in Colliers if the finished product will meet their standards of interest. I truly believe it will. If it doesn't, that is Colliers' loss. At any rate, they are going to the expense of having a lot of photographs made, and in color. The story should appear early in 1955.

WORK DONE

WELDING/BURNING:

As I have said, the sparks flew. We had a full complement of welders (8) and really got on with the job. When they called it a day, the yards were so nearly completed that I wont mention them again. The midships house repair was well started and should be completed the 30th. Eight welders represent real production on this job. We have the steel on hand for all the repair work, barring any unknown requirement, and 8 welders each Saturday through November should wrap it up.

SHIP FITTERS:

This craft goes hand-in-hand with the welders/burners. The team is good, the production likewise. In making the various repairs there is considerable fitting to be done. The yards are finished, the fitters can now move on board.

SCALING:

These fellows have taught me about sand. Only a few days ago I obtained what I thought was enough sand to clean the SS PRESIDENT WILSON -- 10 tons. As this is being written I am wondering where I am going to get several tons more to complete the PACIFIC QUEEN!

A crew from Moore's reported on the 23rd and really gave the old ship a working over The port side, the side next to the dock, is now about 80% scaled and red leaded. A hands continue in the opinion that those 68-year-old plates are in a remarkably good condition. Of course there are some deep pits, even some holes, but, everything considered, she will last a long time. We will take care of the holes with patches or other welding attention.

SHIPWRIGHTS/CARPENTERS:

These fellows were all over; up the mast preparing to renew the gratings in the tops, and back in the cabin country re-installing a partition. They are causing me trouble in obtaining lumber for the various jobs and, as a matter of fact, I am only a half a step ahead at this time. When the midships house is repaired we can expect them to finish that area in short order.

OPERATING ENGINEER:

For several weeks we have not had a definite requirement for a crane operator though did have last Saturday. He was right on the job and assisted the other jobs by givin them a lift where required. (See "Work Ahead").

WORK AHEAD:

WELDERS:

A concentration of 8 welders on board the ship on the 30th will really push those job toward the "completed" column. Most of the work is at least semi-outdoors and I hope that the weather holds good until all such work is behind us. Steel is on hand, the machines and equipment (other than hoods!) are ready and so is the Old Lady.

SHIP FITTERS:

With the yards completed there will be a number of jobs for your attention on board. By moving on board you will at least feel closer to a ship job than has been the case of working on the pier.

SCALERS/PAINTERS:

A double-header next week end? The good weather is running out -- as was the sand last week end. However, I will do something about the sand to the extent of having enough on hand to really complete the hull this coming week end, the 30th and 31st if you can arrange the manpower and equipment.

What a difference scaling and red leading the hull makes in the appearance of the whole ship. On the 30th another crew is scheduled to report for duty. They will complete the bow and, presumably, well aft on the starboard side. Should we have a crew on the 31st I believe we will see the entire hull completed.

OPERATING ENGINEER:

We will require crane assistance next week end, particularly on the 30th, as our sandblasting operation will move to the offshore side. The plan is to place the sand pots on deck, offshore, and also the sand to keep them going. The shift of equipment will probably take place Saturday morning. The following Saturday we will face-up to installing the new bowsprit, a job in which a crane operator plays a most important part.

- - * * - -

Looking to one week beyond the scope of this report, indications are that the new bowsprit will be delivered by Pacific Coast Engineering for installation on Saturday, November 6th. I consider that job to be the "trickiest" of the entire project. However, we have the Ship Fitting/Welding talents to do a craftsman's job and I know it will be taken in stride as have all the other jobs. Those to be involved should survey the work and make all preliminary arrangements on the 30th. Also, let me know ahead of time what we are going to need in way of equipment and supplies.

See you the 30th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc: M. Bartlett - Moore's
Neal Johnson "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

November 3, 1954

A. F. Bartholomew
Bob Brightman
Al Brown
Charles Cox
Mario Grossetti
Stan Lore
Leslie K. Moore
C. A. Rasmussen
William M. Smock
Louis C. Solari
Ted Tiner

Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 11

The Colliers writer and photographer were at the ship last Saturday taking notes and photos of our project. I do not know how long it will take for them to gather sufficient material for the article but I do know there is a top-flight story in our undertaking and Mr. Taylor is just the man to put it together. In the October 30 issue of The Saturday Evening Post he has an article on the HURLINE, illustrated with color photos which should cause a lot of people to lay it on the line at Matson's highest offices.

It is inevitable that only a few individuals could be shown in the Colliers story. However, this interest by Colliers has uncorked another excellent publicity possibility when the job is finished we propose to have an "open-house" for inspection of the ship by the men who have made it possible, and their families. I already have an inkling that LIFE would be interested in photographing all the men who worked on the ship, showing the ship in the background. LIFE often features such shots. We could stage it at an open pier, grouping and identifying the many crafts who made the result possible. The Colliers article, coupled with LIFE, would tell the world of Bay Area labor and business working together on this project. More on this later.

WORK DONE:

WELDING:

We had a fine welding turnout last Saturday. In keeping with our sincere desire to spread the burdens as thinly as possible, Karl stopped at Local 6 and picked up three of their members at 0730. We delivered them back at the end of the day. Transportation to the ship is not easy for many living in San Francisco. There are enough of us going to Alameda each Saturday to give a ride to any and all who volunteer for the day.

SANDBLASTING:

The boys from Martinolich's were back on Saturday, their second appearance. Like so many ships, even those fairly new, ours has (had) a very heavy rust accumulation on the port quarter; she has the same on the other side. With good sand these fellows really made headway even though there was so much to blast through. My guess is that there remains about three hours of work to complete the port side.

CARPENTRY:

I want to specifically mention work being done by our volunteer carpenters but not at the ship. These fellows are using the shop facilities of Stan Flowers, (San Francisco) in making doors and door frames for the midships house and bunks for the forecastle. They also appear at the ship whenever on-board work in their line is to be done.

[illegible] ENGINEER:

[illegible] not able to be at the ship last Saturday morning when the whirley was operating. Without such assistance we would be hard-put to do a lot of things such as landing that [illegible] range on the dock.

[illegible] AHEAD:

[illegible]/SHIP FITTING/OPERATING ENGINEER:

[illegible] couple these three crafts because next Saturday, November 6, we hope to secure the [illegible] bowsprit to the ship. In my opinion that will represent our most complicated job. It is an undertaking about which I know practically nothing though I do know it rests in capable hands. Colliers knows of this job being on the agenda. It should make a very interesting photographic subject.

[illegible]:

Last week, when I wrote the weekly report, I was short a lot of sand for blasting. At the last minute -- Friday morning -- I contacted two suppliers who chipped in 10 tons each. I am of the belief that there now is surely enough sand on hand to blast the whole ship. I kept ahead of that requirement only by a nose. With the possible exception of the plating under the quarter, the starboard side is very clear of scale. Once we get around the stern the remainder should go at a good rate. I hope that we will be able to take another good whack at the hull the sixth.

- - * * - -

Since my last accounting of business firms who are helping us with materials, we now welcome these to the steadily growing list:

[illegible]TENSON LUMBER CO.

This company furnished the lumber required for the doors and doorframes mentioned above.

[illegible]TEREY SAND COMPANY and PACIFIC COAST AGGREGATES, INC.

These are the companies, who, each, contributed ten tons of sand for the sandblasting. I have invited them over to see it being used. Surely they must be curious as to where 20 tons of contributed sand was to be used.

See you the 6th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc: M. Bartlett - Moore's
Neal Johnson "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

November 9, 1954

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 12

In the understanding that the 11th is a holiday for many, this is being mailed one day earlier than the usual scheduled day in order that you may receive it before Friday.

Last Saturday, the 6th, was an unusual day at the ship, unusual in that we had a day of good production though not in the work as planned in my last Report. We made a fast shuffle in work layout because the crane, absolutely necessary for the bowsprit job, was out of commission. Instead, we made good progress on repairing the midships house and other items about the deck.

Colliers' photographer did not come to the ship; he visited Stan Flowers' shop and photographed the carpenter volunteers at work making the new doors. This week he probably will cover the rigging fabrication being done in Moore's rigging loft.

For those of us who have been able to be at the ship each Saturday since the job commenced, it was particularly good to see Alex Donald back on the scene. For ten consecutive weeks alex and Saturday arrived together in Alameda. On October 30th he did not appear. A couple of phone calls disclosed that he was somewhat "under the weather" and had gone to Santa Cruz to recuperate. Last week he returned for his eleventh contribution of a day of the skill developed in his long experience in his trade. Alex doesn't know it but when the sandblasters cleaned the stern last Saturday they uncovered the clear outline of BALCLUTHA-GLASGOW in the plate. Should he be observed spending his time at that end of the ship we will know that memories of Scotland have taken him over. And, as far as I'm concerned, he can write his own ticket as to what he prefers to do!

WORK DONE

WELDING:

As noted above, we were able to make good headway with the work in various places on deck. Some of the work is tedious but our welders truly are producing a quality result. Sixty-eight years ago skilled artisans put the ship together by other and more laborious means. In 1954 the same skill is continuing that earlier standard of perfection.

SCALING:

We welcomed a sandblasting crew from the Techna-Craft Company. Heretofore I have made special mention of a job when it was completed. I now want to do the same for a job which is half-completed. These fellows wrapped up the remainder of the port side with a full measure. I believe that when volunteers complete sandblasting one side of a ship 253 feet long they have reached a definite goal. The entire port side is now scaled to bare metal and red leaded.

[illegible]ENTRY:

As mentioned above, the volunteers were busy at Stan Flowers' shop. It is understood that they have the doors completed. As soon as the door openings are repaired we may expect them to install them.

[illegible]TRICIANS:

The electricians came down the 6th to make up a requisition for materials required to install lighting in the crew area. That will undoubtedly result in my looking for some company willing to give away a lot of such materials.

[illegible] AHEAD:

[illegible]/SHIP FITTING/OPERATING ENGINEER:

I can only repeat what I wrote in my last report, we will be all set this coming Saturday, the 13th, to tackle that bowsprit. The crane will be back in service, staging available and tools and equipment on hand. It is a big job, or at least I think it is, but we will be prepared to take it on.

[illegible]LING:

On Thursday of this week, the 11th, we plan to use the crane to lift on board the sand grits and sand for a prompt start on the starboard side next Saturday morning. Owing to the work on the bowsprit we will continue the sandblasting around the stern from where the crew knocked off last Saturday.

[illegible]ENTRY:

There is work to be done on board on the 13th such as completing the moulding job around the midships house and renewing the gratings in the mizzen-top.

[illegible]OPERS:

"Bert" plans to have a number of his boys on hand next Saturday. There is a considerable amount of cleaning up to be done in the hold and this would be a good time to do it.

[illegible]TRICIANS:

I hope to have enough material to keep them busy on the 13th.

- - * * - -

From the above you will note that we are winding up for a big pitch for the 13th. One reason is that the Colliers' photographer is running out of time and wants to wrap up his assignment. Further, he advises that the story needs some shots showing a large number of men in one scene. We may have to "stage" such a shot for him but it would not take long and would certainly be worth the effort. This Saturday may be his last appearance and it is hoped that there will be a good turnout and that the weather is good for the purpose.

- - * * - -

Everybody closely associated with the restoration of this old ship is fully understanding of the magnitude of the job which lies ahead of the Museum in renewing the rigging.

this is not just a requirement of authenticity but is mandatory in the interest of safety to the public while on board.

Making rigging for a ship like this is a time-consuming job at which only a limited number of men can work efficiently. There are several hundred splices to be made and served. Literally, there are nearly two miles of wire of from 5/8" diameter to 1½" diameter to be fabricated into dozens of pieces for securing and fitting the masts and yards.

Your job is beyond the capacity of Saturday volunteers. We recognize that to depend on that source of assistance would string-out the job almost endlessly. Our only course is to try to raise enough money to engage a small crew of riggers to plug away, on a weekly basis, in hopes that our income might suffice to keep them working. To that end the Museum Association has undertaken a drive for membership at $5.00 and $10.00. This probably is not the best time to launch such an effort, the Holiday Season coming on, but we have no choice. We are hopeful that the drive will receive newspaper publicity as we will need every nickle of income possible to accomplish the work necessary to be done aloft for appearance and safety. The publicity, undoubtedly, will center around the volunteer work which, I hope, will serve as a "pump primer" for funds to complete that which lies beyond our weekend capacities. I might add that the expense of the membership effort is being contributed, a pattern about which you and approximately thirty local businesses are most familiar by now!

See you the 13th for the big pitch.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc:

R. Bartlett - Moore's
Neal Johnson "
J. Gallagher - San Francisco Maritime Museum Association
E. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

November 17, 1954

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, William M. Snook, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 13

Colliers' photographer was at the ship all day last Saturday. Owing to a little unexpected flexibility in his "shooting" schedule he may attend at Alameda once more, this coming Saturday, the 20th. He mentioned that he has taken about 400 photographs to date, yet he wants another opportunity to add to his offerings to the editors.

WORK DONE:

The new bowsprit is in place. That is such a simple sentence to contain all the work involved in renewing this most vital part of the ship. It was an all-day job. Ship fitters, welders, riggers and crane operators stayed right with the job until it was tack welded into position. Now the Old Lady looks like a ship once more. Soon we will have the rigging secured to the new bowsprit. To me that job represented the most difficult single item we had to tackle in the entire restoration.

Owing to the equipment being required by Moore's on a job in the yard, we were unable to continue our sandblasting as scheduled. However, the Painters proved their ability to "roll with a punch" by a crew of painters arriving in lieu of a sandblasting crew. Perhaps it was just as well too. Saturday was a perfect day for painting, being right in between periods of rain. The painters gave the entire port side of the hull a second coat of red lead which should hold the hull against the weather until we are ready for the color coat. They also second coated four of the steel yards on the dock. Having scaled/blasted down to bare metal we are pleased that the painters were on hand to protect the work done.

The crane is back in commission and was kept busy practically all day. The operator placed on the deck of the ship about 15 tons of sand for use in sandblasting the offshore side of the hull. He lifted the galley range onto Stan Flowers' flat bed truck for transportation to the Ray Oil Burner Company, (SF)for overhaul. We then had him lift one of the steel yards to its approximate place on the foremast so that Colliers' photographer could get some shots of the job which actually lies ahead of us. The operator then did his part on the bowsprit job by holding it in place for welding.

Carpenters were with us all day, working mainly on the main and mizzen tops renewing the wooden gratings. In fact, they finished those two masts which leaves only the foremast top to repair. Doing this type of work that high in the air is not the easiest kind of an assignment but these fellows take it right in stride.

WORK AHEAD:

WELDING/SHIP FITTING:

The bowsprit is in place though there was not time enough last Saturday to complete the welding necessary to secure it permanently. Further, it is my understanding that to make a safe job of it there will have to be some flat bars welded on to act as stiffeners. In any event, I know that when the shipfitters and welders say, "That wraps it up," the bowsprit and all of its fittings are there to stay.

All of the ship fitting and welding work remaining to be done is on board the ship. For various and good reasons we have been delayed in the on-board work, mostly because of the big job of repairing the steel yards on the dock. There is quite a lot of work to be done about the ship but it is not too complicated. A turnout of six or eight welders, and an appropriate number of shipfitters, should complete everything in sight in a fairly short time.

SANDBLASTING:

As noted before there is about 15 tons of sand on deck ready for use. We will arrange to have the two pots landed at appropriate places on deck this week and hooked up in order that a prompt start may be made by the sandblasting crew the 20th. It will be best to continue around the stern and work forward as planned for last week.

CARPENTERS:

There is enough work in sight on the ship to keep them gainfully employed on Saturday. They can check over the foremast top and complete the moulding around the midships house.

LABORERS:

It is timely that we commence the job of preparing the after end of the tween deck for the Museum which is scheduled for installation in this space. The area does not pose too many problems as the lighting system is already in place. Mainly, the overhead and sides need a wirebrushing, the compartment then needs a good sweep-down after which the overhead and sides should be sprayed with undercoating as necessary and then a color coat to assist the lighting. We will be all set to undertake this operation on the 20th.

* *
* *

The rains have come, or at least we have had a reasonable facsimilie of them in the last ten days. We still have considerable work to do outside, such as sandblasting and red leading the second half of the hull. During the coming weeks we will simply have to take the weather as it is sent to us and make the best of what comes. Some work, such as painting, cannot be done in rain or moisture of any

degree. Other work can be done in "California mist." I believe we should approach the weather uncertainties by being open for business on Saturdays unless it just wouldn't make sense to appear at the ship because of the weather. In that belief, I will

See you the 20th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg
cc:
M. Bartlett - Moore's
Neal Johnson "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

November 23, 1954

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 14

The Old Lady had a lot of competition to meet last Saturday, the 20th, yet she did very well -- for a 68-year old. It was a perfect day for every kind of out-of-doors activity; we were happy that such a large number of her friends arrived at Alameda to further our "face lifting" project.

WORK DONE:

A sandblasting crew from Moore's commenced the home-stretch of the hull job. They resumed at the sternpost and worked forward. Frankly, they were slowed by heavy rust under the counter but turned in the usual quality job which is the pattern of all the sandblasters. It is good to see the red lead extending to more of the hull each week. The ship has certainly been neglected for a long time as evidenced by the very heavy scale on parts of the hull.

The welders and ship fitters moved on board and pitched into the various jobs to be done. They tackled one of the biggest items, plating the after end of the forecastle and, I estimate, have that job half done. Another job undertaken and about finished was closing one of the water freeing ports on the port side.

Carpenters did not come to the ship as they had some uncompleted work to be done at the shop. Among those jobs they were making the new moulding for the midships house.

Another activity not apparent at the ship is the work going on in Moore's rigging loft in Oakland. Our rigger friends are putting in some hours over there in manufacturing the rigging to be attached to the yards as well as the rigging necessary to hold and trim the yards when they are placed on the masts. The job is well underway.

For a long time we have wrestled with the problem of mast scaling. I am pleased to advise that last Saturday Walter Taylor completed scaling and red leading the mizzenmast. The mainmast is about half done. Perhaps the 27th will see that one finished.

WORK AHEAD:

WELDING/SHIP FITTING:

In these categories I can only state that there is more of the same to be done. One of our welder friends stated that he could come over during the week if it were

o.k. We hastened to assure him that it certainly would be o.k. and welcomed. In order that the shipkeeper, Captain Rankin, would be on hand to assist, it would be advisable to phone Karl at the Museum (PR 6-1175) the day before so that he could pass the word to the ship.

SCALING:

As noted before, the heavy scale does slow the sandblasting. It seems to me that a rough scraping before the sand treatment would be most helpful in production. At this writing we hope to be able to have the rest of the hull given such a scraping ahead of the blasting. Some spots could stand a hammering to jar the scale loose.

CARPENTERS:

Stan Flowers visited the ship Saturday. He has a great interest in our project as evidenced by his efforts and contributions. I know that he will see that his speciality keeps abreast of the other work. In that knowledge I will not outline work ahead though will take into this accounting the work completed.

LABORERS:

I believe we can double the sandblast production by rough hammering/scraping the hull ahead of the sand. About four to six men on a float could so treat the starboard side in one day, I believe. Perhaps we can get this done before the sand is resumed on the 27th.

* * * * * *

I assume you noted that the Mayor proclaimed Monday, November 22, as PACIFIC QUEEN Day. Of course all the publicity is designed to help the membership drive. When there is a real yardstick of results by which to measure the effort, I will pass the information to you. My personal view is that the published goal, $60,000.00, is very optomistic though a goal of anything less than such a sum would hardly warrant all the fanfare. If we do make the goal we will be able to do a real rigging restoration plus, probably, being able to remove that extended poopdeck house. Unless we do get an appreciable response we will not even be able to renew the standing rigging on the foremast and those wire clamps certainly are no part of a real Cape Horner!

See you the 27th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg
cc:
M. Bartlett-Mocre's
Neal Johnson "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

December 1, 1954

TO: A. F. Bartholomew — Stan Lore
Bob Brightman — Leslie K. Moore
Al Brown — C. A. Rasmussen
Charles Cox — William M. Smock
Mario Grossetti — Louis C. Solari
Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 15

As I have noted before it always is a pleasure to welcome a new source of manpower to our project. Last Saturday we had members of the Marine Committee of the San Francis Junior Chamber of Commerce. As information, the Junior Chamber has a maximum age lim of 35 years for their membership. We, therefore, anticipate some substantial results from these young men who are engaged in maritime business. It was explained to them that they could contribute mostly in the area of labor or as helpers to our skilled craftsmen, we not requiring their professional skills of office employment. As is th pattern to date, they took their assignments in stride and gave the project a good bo

WORK DONE:

A sandblasting crew from Moore's made a return appearance, resumed on the hull and ma considerable headway. "Bart" and some of his laborers came early and promptly took o the assignment of rough scraping/hammering the hull ahead of the sand. Their work wa a real assist to the sandblasting as it removed quickly by vibration a lot of scale t comes off slowly by sand.

Ship fitters and welders resumed on the new bulkhead abaft the forecastle, completed port waterway closure and moved the staging aft to the next such opening.

The whirley crane was again on the job under the hand of one of our Operating Enginee friends. (At this late date I also want to record that we had the valuable assistanc of the crane on Saturday, the 20th.) Last Saturday he helped in various lifts, among them being a lift of ladders from the lower hold. Our plan is to re-install these la as they are originals. Of particular interest was the one with the fancy brass tread and brass handrail.

It was a good day for outdoor work and our carpenters were on the job at various matte Also, there was one man at work in the shop gluing together the new doors for the mid ships house.

Walter Taylor was back in his element climbing around and scaling the mainmast 100 fe up above the deck. On Sunday, the 28th, he, Karl and Lt. Brown were back on the same job. It wont be long before all the mast scaling, one of our most troublesome jobs, be completed.

WORK AHEAD:

WELDING/SHIP FITTING:

During the past few weeks we have been in competition with many events which, I surm have diverted our welder/shipfitter friends to other activities. We have, however,

work carried on each week at the ship by a few of our staunch supporters. I hope that with the closing of the football season, one "competitor" we probably had, there will be some new faces at our project. As a matter of interest, in order to get the steel in place the work done the last couple of Saturdays has been tacked only; we have no difficulty in this category that six or eight welders/shipfitters couldn't solve in about four Saturdays.

SCALING:

"Lee" Moore and I looked over the remainder of the hull to be scaled. It certainly appears that the rough scaling work of last Saturday has prepared the balance of the hull for good sandblast production commencing with next Saturday, the 4th. The boys on the 20th really had tough going, a condition which now is corrected.

OPERATING ENGINEERS:

As matters shape up at this writing we will require the crane on the 4th to remove the anchors from the forecastlehead. That leads to another comment which is, the Caulkers advise they plan to commence their work contribution on the 4th and we desire the forecastle deck caulked as their first item. The anchors are in the way of the caulking.

In scheduling the jobs we make every effort to do so in a proper sequence so that each man will know that his work has not been wasted, even in part. For instance, with the forecastlehead deck caulked and water-tight, in sequence, the carpenters can then install the crew bunks, the electricians can install the lighting system and the painters can finish coat the area.

LABORERS:

There always is some work to be done each week in this category. The tweendecks require a certain amount of cleaning as does the lower hold. For the time being I consider that from 4 to 6 men, each week, plus such additional assistance as may appear, will serve to keep the various jobs even.

* * * *

From the very beginning of this project I have considered that each of you has just as great an interest in the undertaking as I have or, for that matter, as has anyone else. It now appears timely to look ahead to a completion date, a date which will best serve the objective and requirement of the whole endeavor.

It is mandatory that the ship earn revenue to pay her fixed expenses (shipkeeper, insurance, etc.) when she goes on display at Pier 43. She also is in debt in the amount of $25,000 (purchase price) on which interest must be paid until the debt is paid. Obviously, the earlier, within reason, the work is completed, the sooner the income will commence. The seasonal good weather and the tourist season commences about April. It seems to me that a target date of April first, four months to go, would be a practical date. That means that we should really plan to have the job buttoned up on March first so that Karl could have a month to install his planned museum exhibits in the tweendeck and have all the multitude of items throughout the ship appropriately labeled for tourist information.

Our opportunities for outside work over the next three months will be adversely affected to some extent by bad weather unless our weather luck to date holds out. In view of this, coupled with establishing a fairly early completion date for the best interest of

success of the ship, requires that every work opportunity be taken. In that connection, aside from good turnouts on Saturdays, we can "open for business" any day of the week for sandblasting, welding, carpentry, caulking and any and all the rest of the crafts. My guess is that we are over the half-way mark at this time. Should anyone be able to work outside of Saturdays it would be best to advise either Karl or me the day before. Karl's number is PRospect 6-1173; mine is YUkon 6-6000.

See you the 4th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc:
M. Bartlett - Moore's
Neal Johnson - "
E. Gallagher - San Francisco Maritime Museum Association
I. Kortum " " " " "
E. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

December 8, 1954

TO: A. F. Bartholomew — Stan Lore
Bob Brightman — Leslie K. Moore
Al Brown — C. A. Rasmussen
Charles Cox — William M. Smock
Mario Grossetti — Louis C. Solari
Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 16

The mere fact that our ship has outlived all of the hundreds, even thousands, of ships of her times indicates that she has been a "lucky" ship. Many, if not all, of the last iron/steel ships of the Alaska Packers fleet ended up in Japanese scrap yards. By a lucky break the PACIFIC QUEEN was spared.

Her luck continues. Last week our area had heavy rains from Monday through Friday night and into early Saturday morning. By eight o'clock that morning the Alameda rains stopped, by ten it was a beautiful day. Sunday the rain resumed. For some reason I am inclined to think that planning work for the Old Lady on Saturdays is tied into good weather for that day. At any rate the record to date is perfect.

WORK DONE:

Some of our faithful supporters arrived at the appointed hour just as if we were in summer weather. Karl was over early to get the compressors started, his action being warranted by the arrival of sandblasters, again from Moore's. They were short one man to attend the equipment so Walt Taylor ably substituted. Another "bite" was taken on the starboard side of the hull which now makes that side about one-quarter sand-blasted.

Ship fitters arrived and engaged in a couple of jobs in connection with the bowsprit fittings. (I am obliged to record that one of them was Alec Donald, back for his 15th day!) Lt. Brown and a couple of his friends were on the job and went aloft on the mainmast with red lead. All conditions considered, last Saturday's work was substantial It also illustrated that unless we are in a severe storm the odds are that there will be opportunities for constructive production under lesser weather.

During the week the carpenters went to the ship and installed the coaming for the sky-light on the forecastlehead. The skylight is being built and contributed by Anderson and Christofani.

Our caulker friends also appeared at the ship last Saturday but found the deck in an unsuitable condition for their work. We have on hand all of the materials and equip-ment necessary for our caulking work and hope that they might be able to take advantage of good weather on any day of the week.

WORK AHEAD:

In essence the work immediately ahead remains as of my last report. We particularly need welders. On the hull we probably have four days work with the two sand pots. As soon as the caulkers can do their part on the forecastlehead we will move into restor-ation of the crew area.

* * * *

As word of our undertaking spreads around the country, and the fact that organized labor and business, jointly, are making the restoration possible is what makes the project newsworthy, interesting bits of history of the ship are coming to light. While on a voyage from India to Australia, in the 1890's, there was born on board to the Captain's wife a girl baby to be named Inda. That girl is now Mrs. Carroll Livermore Dunn of Plaistow, New Hampshire. Karl knew of the incident and developed that she lived in the east. He had an inquiry published in a Boston paper and on November 22 Mrs. Dunn wrote: "My phone has been ringing steadily ever since your article appeared in the Boston Herald on Sunday, November 21, 1954, again November 22."

Further correspondence is now in the mill with the expectation of ascertaining some helpful data in regard to the exact restoration of the after quarters. I am quite certain that, in due course, Mrs. Dunn will be a most interested visitor to the completed ship.

* * * *

Last week I expressed a target date of March 1 to have the job buttoned up. In checking the calendar I note that that actually means a total of only 10 Saturdays. In December we have only 2 more, the 11th and 18th. January and February each have 4 Saturdays. Ten days are not many yet they are sufficient for the purpose, conditioned only on a good turnout. A good show of hands for those ten days will put the Old Lady in business with a long lease.

See you the 11th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc:
M. Bartlett - Moore's
Neal Johnson "
E. Gallagher - San Francisco Maritime Museum Association
E. Kortum " " " " "
E. M. Lembke " " " " "
E. Meyer " " " " "
E. Mills " " " " "
E. Nelson " " " " "
E. Walton " " " " "

December 15, 1954

A. F. Bartholomew
Bob Brightman
Al Brown
Charles Cox
Mario Grossetti
Stan Lore
Leslie K. Moore
C. A. Rasmussen
George San Facon
William M. Smock
Louis C. Solari
Ted Tiner

Captain T. C. Conwell

RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 17

[illegible]day, December 11, we "welcomed aboard" members of the Wood Caulkers' Union, Local 554

[illegible] thoughts went through my mind as I observed the caulkers at their trade. Foremost was [illegible] realization that in our restoration undertaking we were so fortunate in having them [illegible]ember to join us. The ship's hull is of iron and steel but the decks are of wood. Here [illegible] have an example of the transition from all wood to all steel construction. Primarily, [illegible] of our vast forests, wooden ships, comparable in size with the PACIFIC QUEEN, were [illegible] built in this country for many years after our steel hull ship was built in Scotland. [illegible] year 1954, almost 1955, the good fortune of our ship continues; skilled wood caulkers [illegible] come to her aid at a time when she sorely needs such assistance.

[illegible]. Palmer, ably assisted by his two sons, attended at the ship on Saturday and made a considerable movie record of the caulkers at work. It has since occurred to me that it would be well to capture the sound of the caulkers' mallets on a tape to accompany the picture. Perhaps we can arrange that at a later date. At one time, not too many years ago, the sound of caulking mallets was a familiar one in practically every coastal community. Today it is rarely heard. I came from such a community in Delaware though the wooden shipbuilding era was just about finished when I arrived. However, I do remember the sounds of the shipyard which was a favored place for youngsters to play, undoubtedly against the strict orders of our parents. As a child I remember one old gentleman in the town who had performed a most distinctive bit of caulking in that he had included his flowing beard with the oakum and driven it into the seam. Undoubtedly, the story was greatly magnified in process but there was no question that the incident did occur. With the passage of time, and the changed customs, none of our friends was in such jeopardy last Saturday!

WORK DONE:

[illegible] comment about the weather: It was a typical PACIFIC QUEEN day, right in mid-December.

Making their second appearance was a crew of sandblasters from the Techna-Craft Company. [illegible] are appreciative for whatever time any of our friends can contribute, we are most grateful to those -- and there are many -- who come back time and time again to help us along to completion of the entire project. Sandblasting the hull of its accumulation of scale and [illegible] red leading the surface, contributes more, in effect, than any other category of work in the restoration. As of now I believe the starboard side to be one-third completed. The crew would have made more production last Saturday had they not run out of dry sand. In fact, we are just about out of sand again which is a problem to be met this week.

[illegible] Operating Engineer was right on the job. The first item of business was to remove the [illegible]ers from the forecastlehead to clear the deck for the caulkers. After that there was some moving of yards to be done as well as various re-arranging of items on the dock.

As noted before, the caulkers reported aboard and commenced to re-caulk the forecastlehead. They made good progress under difficult conditions found in removing the old seam pitch.

was good to see the seams re-caulked and the new pitch poured in. It was even good to smell the pitch!

were short on welders and shipfitters but had sufficient such assistance to complete i cutting the new freeing ports in the port bulwark. With various other helping hands we were enabled to continue work on the mainmast.

AHEAD:

The pattern ahead remains about the same. We have an urgent requirement for welding assistance to level off the various jobs under way. When the caulkers complete the forehead (maybe the 18th) we will be phoning Bill Smock about the electrical work in the space and Stan Lore about installing the crew bunks which are ready at Stan Flowers'. To keep ahead of Les Moore I will arrange for dry sand for the 18th. On the 18th we also will look forward to the ship fitters being with us for the day. Karl is getting an unofficial look about his museum space in the 'tweendeck. I hope we will see Bart and some of the boys next Saturday so that a start can be made in the 'tweendeck and hold re-arranging.

* * * *

The 18th will be our last Saturday of this year. Rather than have the weekly report cover that day arriving so close to the holidays I will mail it immediately after New Year's for your planning purposes for Saturday, January 8.

At the year's end it is timely that I take this opportunity to personally thank each of yo for your most important contribution to our mutual project. You have made my assignment a pleasure instead of a chore. In fact, without you and the men you represent we would neve have gotten this undertaking beyond first base. As we approach the Holiday Season, I exte to you my Christmas Greetings and Best Wishes for 1955.

T. C. Conwell

Captain T. C. Conwell

ccc/dg

cc: Bartlett - Moore's
Neal Johnson- "
Gallagher - San Francisco Maritime Museum Association
Kortum " " " " "
M. Lembke " " " " "
Meyer " " " " "
Mills " " " " "
Nelson " " " " "
Walton " " " " "

January 4, 1955

TO:

A. F. Bartholomew	Leslie K. Moore
Bob Brightman	C. A. Rasmussen
Al Brown	George San Facon
Charles Cox	William M. Smock
Mario Grossetti	Louis C. Solari
Stan Lore	Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 18

A New Year and we are on the home stretch. With a fair break on Saturday weather for the next eight Saturdays we should be at the "sweep-down" stage of our job.

Three weeks have passed since my last report, and this one is going out one day early in the week in order that all hands may wind up for the pitch next Saturday, the 8th. But, there is some unfinished business to bring up to date, namely, our activities on the last work day in December, the 18th. I am particularly pleased to report as follows:

WORK DONE:

Under this heading I am happy to report the most activity of any such weekly repor to this time. The basis of this distinctive fact is that there are two days of wo participation instead of the usual single day, Saturday.

You will recall that in my December 15 report I noted that on Saturday, December 1 the caulkers made their initial appearance under the usual PACIFIC QUEEN perfect weather conditions. The following Tuesday evening we had the premier showing of o documentary movie of the restoration at the Museum. Among those who attended was our mutual friend George San Facon. No need for me to elaborate on who he is as, suspect, he was prominently active in labor circles when most of us were in short pants -- if we had progressed that far. That evening George mentioned to me that the weather remained clear (no rain) he and his associates would go to the ship on Thursday, the 16th, and resume where they left off the Saturday before. And that how this report became a double-header. They did attend at the project on the 16t checked in at 0800, worked until dusk and completed re-caulking the entire forecas head! Needless to say, this gave the whole job a tremendous boost toward completi George advises that he and his friends will return in due course to treat similarl the poop deck.

The second part of the double-header came on Saturday, the 18th. This was a day I thought many of our supporters would be occupied elsewhere in preparation for the Holidays. As it turned out, the 18th was one of our very best days to date in furthering our collective efforts to restore our Old Lady of the Sea.

The 18th was brilliantly clear. Early on the scene was a sandblasting crew from Todd's. They started promptly and did not stop until absolutely necessary in orde to red lead their production before nightfall. On December 8th I estimated that w had four more days of sandblasting work on the hull. At the close of business on 18th there remained approximately one-half day of work on the hull! By my arithm the Todd crew, on the 18th, completed 2½ days of the work I estimated remained as the 8th!

We were particularly pleased to welcome to our undertaking the President and the Secretary of Welders Local 681. When Alex Donald introduced us it was necessary for each of them to lift his welding hood to see us. Our welding log-jam was broken and by "top-drawer" talent! It was good to see the jobs leveling off by the assistance of these fine supporters. Welders and shipfitters are, on our job, a team. On the 18th we were able to pick up a lot of welding "slack" as well as to undertake and complete some repair jobs which were laid out by Alex and Angelo Ambros the latter being another regular attendant.

The shipwrights were on hand in full force. They were busy on the mast tops on the fore and mizzen as well as at various undertakings about the decks.

Our project has a wide range of activities to be performed other than those of major magnitude. On the 18th, for instance, our crane work was attended by Lou Solari of the Operating Engineers. He shifted three of the steel yards so they could be painte and also lifted on board the sand for the Todd crew. A number of other items were attended, (we had a total of 25 men on the job) such as working on the mainmast and preparing one of the wooden lifeboats for painting.

WORK AHEAD:

Welders/shipfitters will find equipment and steel ready. Should the 8th be "damp," we will be all set to install the bulkhead in the galley, an inside job.

The sandblasters have only a couple of fleets left on the starboard bow to complete the hull. We then want to blast the inside of the bulwarks, "Bart's" boys have already scaled a considerable part of them.

Speaking of "Bart," we could use four or so of his crew each week on various matters remaining to be done.

Our shipwrights know what lies ahead for them so I shall leave them on their own.

We will require the crane on the 8th to land on board the reconditioned galley range. This item must be passed, on its side, through the port door in the midships house. The entire operation requires, also, the supervision of a couple riggers. With the range inside we can then install the door frame.

We all know the deal, good turnouts for the next few weeks will do the trick.

* * * *

I find quite an accumulation of business friends whose contributions I have not yet acknowledged. Here they are:

Haslett Warehouse Company helped us in handling some heavy reels of wire at the Museu

J. R. Feeney is assisting with some iron work in connection with the Museum to be installed on board.

Madden & Lewis are overhauling and painting one of the wooden lifeboats.

Martinolich Ship Repair Co. has loaned us their sandblasting equipment.

North-West Wire Rope Company chipped in with a considerable amount of rigging wire.

Pabco Products contributed a considerable amount of paint.

Pacific Ship Repair, Inc. have made possible certain requirements in connection with the Museum to be installed on board.

Phoenix Iron Works are making a large number of display stands for the on-board Museu

Bay Oil Burner Co. have completely re-conditioned the galley range and converted it back to the original coal burner.

Sorrente Hardwood Lumber Co. has contributed the hardwood lumber for the skylights.

Union Oil Company of California sent a truck load of gasoline to the job for use in the compressors.

Wallace, Garrison, Norton & Ray have given some important legal services in connectio with the purchase of the ship.

See you the 8th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc:
M. Bartlett - Moore's
Neal Johnson - "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

January 12, 1955

TO: A. F. Bartholomew — Stan Lore
Bob Brightman — Leslie K. Moore
Al Brown — C. A. Rasmussen
Charles Cox — George San Facon
W. S. Dodge — William M. Smock
Mario Grossetti — Louis C. Solari
Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 19

January 8th, what a day! Forty men checked in at our project and really made things hum on the many jobs to be done. I certainly hope that my continual reference to PACIFIC QUEEN weather wont tend to change the pattern, but again on a Saturday the weather was perfect. Rain came the next day.

WORK DONE:

All of us are always heartened by the appearance of new volunteers to our project. This week we were particularly happy to welcome a group under the leadership of Captain Dodge who has come to help us in an area which has caused us quite some concern up to now. Captain Dodge and his friends -- many of them being his associates in the Matson Line shore staff -- have undertaken to repair the standing rigging which does not require renewing and, equally as important, to overhaul and make ready for use the many, many blocks required for the new running rigging. It is of interest that the Manila rope requirement for the rigging totals 16,911 feet, over 3 miles! Last Saturday the Dodge group quickly became organized, rigged their gantlines and went aloft on all masts and sent down all blocks remaining from the removal of the yards. Captain Dodge has taken over all responsibilities for such work on the mast and yards inclusive of the painting of the masts for which we are most appreciative. Welcome Aboard."

Sparked by the early arrival of Mr. Herman Mitchell and Mr. Joseph Nobriga, President and Secretary, respectively, of Local 681, the Welders were with us in full force. They, of course, teamed up with our ship fitters with the result that everywhere one looked, at the close of the day, their production was evident. They completed all the re-fastening work on the forecastlehead and installing the bulkhead at the after end of the same. They installed the bulkhead in the galley and tack-welded it. They fitted and tacked all of the freeing-port inserts remaining to be replaced in the bulwarks. They burned out the wasted area in the fan-tail and commenced the job of renewing the starboard shell plating where the hull had been badly indented. The 8th was our best day of production in this department. At that rate this part of our job will be well buttoned up by the March 1 target date.

Max Lembke and his "crew" reported early, tackled and completed their assignment for the day which was to scrape, clean, wash and prepare the wooden lifeboat for painting. That was a tedious kind of job but when they called quits -- and it was late in the day -- the boat was ready for the painters. The mate to this boat is being re-conditioned for us by Madden & Lewis, Sausalito. In due course both boats will be landed, keel up, on the skids across the midships house, exactly as the boats were carried in 1886 and as they show in the old photographs of the ship.

Our Operating Engineer was on the job and carefully landed the galley range right bac into the midships house!

Owing to the current ship repair heavy work load in the commercial yards, we did not have air compressors or sand equipment on the job last Saturday which precluded our continuing with the sandblasting. While we are desirous of completing our project we certainly are happy that our supporters -- yards and labor -- were so busy that they were required to pass us by on the 8th. We will anticipate resuming in this category on the 15th.

Just to keep the record straight our shipwright friends were busy at work in Stan Flowers' shop fabricating bunks, etc., for installation when we are ready for them.

WORK AHEAD:

This paragraph is becoming superfluous. All hands know of the items to be tackled next so I'll just mention the crafts: welders/shipfitters, the Dodge crew, sandblasters, shipwrights and laborers; there are jobs for all.

I do want to mention a special job for Saturday, the 15th. We now are in position to remove the hoisting drum, its engine and all appurtenances thereto. This will require an Operating Engineer to lift the items out and land them in the forward 'tweendeck. In due course Karl plans to assemble the old donkey boiler -- now in the lower hold -- and, with the hoisting drum, make it an exhibit. When the engine space is cleared we then will be able to do the necessary repairs to the doors, etc., and fit it for its permanent use.

Now I want to speak about the galley range which was placed on board last Saturday.

When we purchased the ship the range was found in the after deckhouse. Someone had commenced to convert it from coal to oil which bastardized it in both directions. The nameplate was "W. S. Ray Mfg. Co., San Francisco," obviously <u>not</u> the original range but one of considerable age anyway.

I contacted the Ray Oil Burner Co., successor company to Ray Mfg. Co., and they agreed to rebuild the range. You saw the finished product last Saturday, a range as good as new! I am making particular mention of this item as, in my mind, I have for a long time thought that the complete tie-in of this old ship to our community would be to have groups of boys, such as Sea Scouts, live on board during summer week-ends. The galley will be a most important part of such an arrangement. George San Facon and his friends have the forecastlehead caulked and water-tight; the boys could experience some "throw back" forecastle living of the day of their great-grandfather not available any where else in the United States other than aboard the JOSEPH CONRAD at Mystic, Conn. We would, of course, have to provide sanitary facilities in the 'tweendeck but that is not a particularly large undertaking. To do it right we should clean the fresh water tanks and put the old hand pump back into operation. I believe such a facility for boys would repay all of us for the work we have put in on this restoration aside from the pleasure received from assisting to save this last of the windships.

See you the 15th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc: M. Bartlett - Moore's
Neal Johnson "
H.Gallagher - S.F.Maritime Museum Ass'n.
K.Kortum " " " "
M.M.Lembke " " " "
R. Mayer, W. Mills, D. Nelson, S. Walton

January 19, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 20

Nineteen sunny working Saturdays in a row then the law of averages caught up with us, the 20th Saturday (January 15) was really wet.

To anyone who may have wondered how many "foul weather" friends our old ship has, last Saturday disclosed that "foul" or "fair" days are the same, -- THIRTY FIVE men arrived early and turned out real production in the various areas. In view of the weather, and all of our friends found it necessary to be out in the rain part of the time while about their various assignments, no finer tribute could be paid our undertaking than this rainy day turn-out by men sincerely interested in furthering our, their, project.

WORK DONE:

For months we have looked at the old hoisting winch and its ancient Packard automobile power plant in anticipation of the day when we could dispense with its service and give the whole hook-up the heave-ho. That day arrived as of last Saturday. Al Matthew, Machinist Local 1304, came early with a couple friends and began the job of taking the outfit apart so that our Operating Engineer could lift the pieces out and lower them into the 'tweendeck. (Karl envisions a future exhibit built around the winch, and the re-assembled boiler now in the lower hold, both being Alaska Packe relics.) In due course they came to grips with the winch base. Obviously the base had not been landed through the opening available to remove it, it probably had been lowered into the space by removal of the deck above, and we have just completed makin that deck water-tight! The upshot of the deal was that in order to remove the base they simply burned out part of the midships house to enlarge the opening then hove the base out. Our welder/shipfitter combination treat with steel as if it were plastic wood! The burned-out piece will go back into the same place and, in due course, no one will be able to detect that it was ever out. Al, we thank you and your friends very much for your fine assist.

Our work has taken a pattern of "task units" if I choose to be modern or "gangs" if I choose to revert to the birthdate of the ship, 1886. I prefer to keep this job in the tempo of days past so will use "gangs."

The Dodge gang, responsible for certain work in connection with the masts and yards, were with us in force. They moved in-doors and soon were at work repairing rigging and overhauling blocks and turnbuckles. Captain Chan, from Formosa but currently studying shipping operations with A. P. L. in San Francisco was busy as a Formosan beaver assisting Captain Dodge in serving some rigging.

Max Lembke's gang was busy in rousing the sails out of the sail locker preparatory to making the locker ready for cleaning and painting. They also assisted elsewhere where required, particularly in readying and receiving the pieces of the hoisting apparatus into the 'tweendeck. Al Brown undertook to scale the small area remaining to be scaled on the main but the rain drove him below to lend a hand to Max's undertakings.

Our shipwrights were on hand to keep abreast the various jobs. They removed a couple door frames so the ship fitters could do some fairing-in-place and commenced further stripping of the former engineroom.

The Alex Donald shipfitter gang were busy in a number of places under the smiling "whip" of Alex, on the job for his 19th Saturday! I now know that my favorite recollection of this whole job will be my being greeted by Alex who invariably gives me Hell for being late though is understanding of my personal job which causes me often to be tardy in reporting.

Welders/burners were on the job in full numbers. The word has spread because one welder came down from Napa, another from Vallejo. It is good to see old areas repaired, new steel going in where it should go.

* * * *

And now I want to comment upon my participation in this deal. In an "unguarded" moment I agreed, at the very beginning, to assume responsibility for the delivery of the ship, restored, to Pier 43, Fisherman's Wharf. You fellows know what has happened to date; only by your whole-hearted support with manual assistance and the co-operative breaks I have had in obtaining materials as contributions of Bay Area businesses have we brought the Old Lady over the hill.

Last week I wrote that we required over <u>three miles</u> of Manila rope to restore the running rigging. Many months ago, almost a year, and before we acquired the ship, I spoke of the potential requirement to Mr. W. I. Atherton, Sales Manager, Tubbs Cordage Company, San Francisco. On January 12, Mr. Atherton wrote me as follows:

"Dear Captain:

"I am happy to inform you that our Board has approved the contribution to the PACIFIC QUEEN project of the Manila Rope required as per the list you have recently sent us. We are impressed with the splendid work which is going forward under your leadership in the restoration of this old ship. A great deal of time, work, money and material is being contributed and we are pleased to come along also in a substantial way with, as you express it, over three miles of rope! Our Production Manager, Mr. Irvin M. Lord, is contacting Captain Mills for more particulars to enable him to fit in the PACIFIC QUEEN requirements certain stocks of rope which we have on hand.

"Your report No. 19 has been passed around to everyone here in the office. It is most interesting reading and again we want to compliment you on the perfectly swell job you are doing in coordinating and supervising.

"Kindest personal regards.

"Sincerely yours,

TUBBS CORDAGE COMPANY

s/ W. I. Atherton
Sales Manager"

I was inclined to delete the complimentary reference to my personal efforts but I changed my mind for a good reason. "Leadership," "coordination" and "supervision" are without substance unless they are tied into the primary force which creates those opinions. You and your members, those fellows who will come to the Old Lady of the Sea and work in the rain are the ones to whom this fine tribute was really directed and for that reason I did not delete the compliments. Please accept these compliments as being inclusive of all hands.

See you the 22nd; welders, ship fitters, sandblasters, laborers, the Dodge and Lembke gangs. Also, we plan to land the sails and will require an Operating Engineer, and as for Bill Smock, your time is close upon you!

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc: M. Bartlett - Moore's
Neal Johnson "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

January 26, 1955

TO:

A. F. Bartholomew	Stan Lore
Bob Brightman	Leslie K. Moore
Al Brown	C. A. Rasmussen
Charles Cox	George San Facon
W. S. Dodge	William M. Smock
Mario Grossetti	Louis C. Solari

Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 21

Saturday, January 22, was a QUEEN day in every respect; clear, warm, and a good turnout of loyal friends.

Early in the restoration work, and as part of their contribution, Todd sent down the fore-topgallant mast for inspection. Since then we have looked aloft at the other two wooden "tops" wondering what their condition might be. Sending the remaining two down was at our expense but, down they have come, removing the last unknown quantity from the whole ship. From keel to truck we definitely know the materiel condition of every part of the Old Lady. From a liability standpoint it is necessary that we know the condition of what will be hanging over the heads of thousands of visitors as well as know the condition of the underwater hull. In these respects we now are in the clear.

WORK DONE:

Our Operating Engineer teamed up with the Lembke gang in a big way. Their first job was to move the two, wooden topgallant masts to under the cover of the plate shop at the head of the dock where the shipwrights began overhauling and re-surfacing them. Then they resumed rousing out the old sails from the after end of the 'tweendeck and landing them under the plate shop shed. The purpose of landing the sails ashore is to clear the space for cleaning and painting and to inspect the canvas as to condition.

The shipwrights took over reconditioning the masts, working a full day on them to the point where they now are ready for oiling and painting. The base of one mast was rather deeply cracked which was taken care of by several through-bolts. Other "checks" in the wood will be filled with marine glue.

One of our most troublesome jobs is now behind us; all scaling has been completed on the masts. Walter Taylor and Al Brown wrapped it up last Saturday. These two have stuck to the job with a bull-dog tenacity and finally put the stopper on that headache of long standing.

Alex was on the scene bright and early looking after the work being done by our full complement of ship fitters and welders. These fellows know only one way to do a job on this old ship and that way is strictly "first-class." They were busy in completing welding which had been tacked and repairing the house where the old engine was removed last week.

The Dodge gang was back aloft on various rigging jobs. Their objective is to do with all of the standing rigging what we are doing with the wooden "tops," that is,

inspect, overhaul and repair where necessary each and every item of rigging and gear on all masts and yards. It is a big job and a vitally important one.

Don Opsal and his painting crew from Martinolich's came in the afternoon and gave the hull and crew forecastle the second coat of red lead. Particular credit certainly is due them because they came at the hour, Saturday afternoon, when others were knocking off for the day. They could not do their job earlier because the hull job was on the shady side, and wet, until afternoon. So, to those loyal friends who came on January 15th and worked in the rain, add Don and his gang who came late on a Saturday afternoon to do their job in a first-class manner. Incidentally, this Martinolich crew has been with us a number of Saturdays.

WORK AHEAD:

More of the same. Welders/burners, ship fitters, sand blaster, shipwrights and laborers desired for Saturday, the 29th. The Dodge gang could advantageously use additional skilled hands in their work. Riggers desirous of participating in this project are invited to check in on the 29th and associate themselves with a gang who knows what there is to be done and how to do it. A skilled craftsman need not fear that our job is run by a bunch of amateurs, every man on the project knows the scores.

The Lembke gang is growing more effective each week. His assignments generally provide a good "work-out" for those who want to take off some surplus poundage or condition themselves for spring lawn mowing. Max will welcome to his gang any and all who do not possess specific craft specialities. On the 29th, we will again need an Operating Engineer for a few hours to complete the removal of the sails.

* * *

Last Saturday the job was visited by representatives of Newsreel Pictures. After observing what was being done they advised they would be back on the 29th with cameras. They commented that their film was viewed by 80,000,000 people so here is a chance for you to compete with George San Facon, Alex Donald and Captain Rankine for Hollywood contracts!

See you the 29th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg
cc: M. Bartlett - Moore's
Neal Johnson "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

February 2, 1955

TO:

A. F. Bartholomew	Stan Lore
Bob Brightman	Leslie K. Moore
Al Brown	C. A. Rasmussen
Charles Cox	George San Facon
W. S. Dodge	William M. Smock
Mario Grossetti	Louis C. Solari

Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN
REPORT NO. 22

Saturday, January 29, brought 58 workers to our project! I assure all hands that the Old Lady of the Sea brought them out, not the possibility of a movie contract as I mentioned last week. However, two Newsreel photographers were on the scene as well as one "still" photographer from International. The day was cloudy but a very large amount of film was used throughout the ship on the many activities under-way. It is understood that the movie people will be back next Saturday in hope that there will be sunshine to add lustre to some "shots" of work on the masts.

WORK DONE:

Where do I commence? Each segment of the work is so important that I hesitate to commence with any one activity because, by being mentioned first, it could be construed as being the most important; we have no most important job, any job we do in this restoration is equally as important as any other. What would the finished job look like without the production of the welders or laborers or shipwrights or painters or any one group of the others?

In writing these weekly round-ups, and it is my pleasure to do them, work commenced and work completed seems to make particularly good "text" for my recording. This time I have a double-header, a crew from Todd's completed sandblasting the hull and Leon Fong and his crew of shipwrights from Stan Flowers' commenced installing the bunks in the crew forecastle, 20 of them! Even at that there is cut into an overhead beam, "CERTIFIED TO ACCOMMODATE THIRTY-FOUR SEAMEN." Karl, apparently, has the straight information that only 20 were installed in a by-gone day but when authorization was made to berth 34 men in that relatively small forecastle you can see what advances have been made by seamen in the intervening years.

Welders, burners and ship fitters were with us in a greater number than we were able to properly couple with equipment. However, the overflow of talent simply moved into some other activity, some electing to join the Lembke gang in rousing out the last of the sails and doing other such necessary chores. All of our welding burning gear was in constant use under the guidance of the craftsman's skill known to Herman Mitchell, President of Local 681, and Jimmy Close, from Moores. Alex was around and about with that piece of ship fitters' marking chalk which will keep the welders and burners working on our project until snow is waist deep in Alameda unless someone takes it away from him!

The Dodge gang was back in force on rigging jobs. One of their items is the overhaul of the turnbuckles in the upper rigging. They have been there a long time,

are quite frozen and a forge would be a great assistance in their work. I promised to do my best to get them one for next week.

Max Lembke and his gang really did a job of work. All the sails have been landed under their auspices. Further, they made considerable headway in clearing the 'tweendeck for the sandblasters.

Lou Solari and his associate were on the job at the 0800 whistle to operate the crane. They were busy for several hours, beyond the time we thought we would require them. Their work was handicapped by the lack of a rigger to attend the slinging of the lifts. We hope that next Saturday, the 5th, we will have a rigger to work with our Operating Engineers. Many of our jobs would have stayed stuck on dead-center had it not been for the bell-carrying help of Lou and his fellow members of Local No. 3.

NEXT WEEK:

You fellows have grown so close to this community project that I feel I am almost presuming to tell you what lies ahead, you know the situation as well as I. However I can at least name, broadly, that the 5th will be a proper date for welders/burners ship fitters, shipwrights, laborers and riggers. As soon as we get the sand jobs behind us we will need the painters.

* * * *

In planning ahead to the end of the job, Ets-Hokin & Galvan sent Bob Wright over to the ship last Saturday to become familiar with our lighting arrangements in order to lay out our open-for-business requirements. He will consult with Bill Smock, come up with the proper scheme and then, jointly, they will bring it all into being with materials I have yet to "dig up" though Louie Ets-Hokin has made a most substantial initial contribution.

This is a non-political memorandum but I am obliged to record that the newly appointed San Francisco Supervisor, "Bill" Blake of Triple A, sent one of his staff down to figure out our Pier 43 gangway requirements so that they could start building them. This is no small order. We must have two gangways, entrance and exit, and they must be designed for the peculiar conditions existing at the berth.

* * * *

At the risk of making this entirely too long I am going to add this personal observation.

Late last Saturday afternoon I stood on the head of the dock and looked at the ship. Immediately before me were the steel yards, scaled, repaired, red leaded, ready for their wire rigging then to be sent back aloft. Beyond was the ship, scaled and red leaded from water line to rail; masts scaled and red leaded from deck to tops. Behind me, in the plate shop, were the wooden topgallant masts, overhauled, re-finished and oiled. I knew that in the forecastle the crew area had been cleared out, scaled, repaired, red leaded and half of the bunks were already built in. The midships house had been cleaned, scaled, red leaded and repairs almost completed. Most other jobs are "over the hump."

I recalled the same view as of last August. Everything then in sight fell under the classification of corrosion, wastage, rot, or just general dilapidation.

What a contrast! And how has it all come about? Were I talented in writing I might be able to express my thoughts in the matter. Instead, I'll give a simple answer. I observed many of our regular workers leaving for the day. Without exception they hesitated at the end of the dock, turned and took a good, long look at the ship. What did they, we, see? We saw a re-creation taking place, the appreciable re-creation by our collective efforts of an object in which we are deeply interested, an old ship, the last of her kind, a symbol illustrating a way of life which was, to some degree, instrumental in bringing to each of us our present way of much better living. There are other facets of this undertaking which causes men of many national descents, many crafts and many beliefs to join each Saturday on this common ground of endeavor but I need not go into those. It is sufficient to say

See you the 5th.

T. C. Conwell

Captain T. C. Conwell

TCC/dg

cc: M. Bartlett - Moore's
Neal Johnson "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

February 9, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN
REPORT NO. 23

For months we have looked at, talked about and planned an attack on the largest single steel job in the whole restoration, the broken, pushed-in bulwark on the starboard side. The job really was one of shipyard repair proportion. That is just what our volunteer ship fitters and welders organized themselves into, a shipyard unit, when they came to grips with that job last Saturday.

WORK DONE:

As noted above, ship fitters and welders tackled the bulwark renewal. They burned away the damaged plate and by the close of business had fitted and tacked the new plate measuring about 4 feet by 6 feet. A considerable amount of welding remains to be done on that particular job but the work is in good hands.

Captain Johnson had a battery of welding machines lined up, ready to go, with the result that production was excellent in the welding department.

Our operating engineer was on the job early and stayed late. He landed on the dock the old bulwark plate and held the new one in place while it was being fitted and tacked. In conjunction with the Lembke gang he landed a lot of scrap lumber to the dock from the 'tweendeck then placed 10 tons of sand on deck for the sandblasters.

The Dodge Crew, under the leadership of Rolf Sollie during Captain Dodge's absence on a business trip to the Islands, turned out some important work. Last week he told me that a forge would be most helpful to them in freeing frozen turnbuckles and other such rigging items. Instead of a forge, Captain Johnson had a heating torch ready for them, a tool much better for that purpose than a forge; by knocking-off time there were freed, overhauled and red leaded turnbuckles all over the dock.

Leon Fong and his crew of shipwrights just about completed installing the 20 bunks in the forecastle. There remains only a little work left on them, mostly trim. Their next undertaking probably will be the midships house.

Captain Mills was busy at an unusual assignment. He spent the day melting brimstone and pouring it into the checks in the wood topgallant masts in the plate shop. First time I ever saw or even heard of such a treatment but he got the recommendation from an excellent source and it appears to be a good material for the purpose. He completed the job which precludes any of the rest of us obtaining a prior experience in dealing with brimstone.

WORK AHEAD:

Comes next Saturday, the 12th, we will need a good number of hands to clean up the Old Lady. By then all the sandblasting should be behind us, leaving the ship coated with sand from stem to stern. I hope that "Bart" will be able to appear with 8 or 10 of his boys for a good "sweep-down" and clean-up undertaking. Captain Rankine has been eating dust for many weeks and I want to see him get a change of diet!

Our battery of welding machines will be on tap as will the heating torch. All hands know the pitch. Fong will, I know, move ahead with his shipwrights to the next job. As soon as we get the Old Lady divested of her Mohave Desert appearance we will move along with our painting plans.

* * * * *

To keep the record current, here are more business firms who have joined the list of those contributing materials:

E. I. DU PONT de NEMOURS & COMPANY:

Contributed the red lead and color paint required for the 'tweendeck.

G. W. THOMAS DRAYING & RIGGING CO.:

Trucked the old yards from Alameda to San Francisco where they are being re-milled.

M. GREENBERG SONS:

Contributed a fair share of the cost of casting an ornamental design for the on-board museum.

RICHFIELD OIL CORPORATION:

Re-filled our gasoline tank (600 gallons) to keep the compressors going. As information, this makes 1,800 gallons of gas thus far from this and two other companie

SIMPSON & FISHER:

Contributed canvas required in the rigging work.

STAUFFER CHEMICAL COMPANY:

Contributed the brimstone for filling the checks in the wood topgallant masts.

TUBBS CORDAGE COMPANY:

ALL of the Manila rope required to install the running rigging! This contribution of over 3 miles of rope makes this one of our most important contributions in the entire restoration.

* * * * *

Last week I closed my report with a personal comment. Now, at the risk of trespassing, I want to record a similar such remark made by another.

Late in the afternoon of last Saturday I was on the dock when Rolf Sollie came down the gangway. I called to him and discussed our time schedule of rigging work to the completion of our project. He, as you know, is the "Chief Mate" of Captain "Bill" Dodge's gang of workers-aloft.

After we had briefed each other on the work schedule, Rolf, unknowingly, fell into the same pattern of thought as I expressed last week. He commented that the Saturday before he had gone to bed more tired than at any time in 20 years; he asked himself, "Why?" His answer to his own question was that he enjoyed working as he had because "we work together."

Rolf Sollie, a member of the Sons of Norway, sums it up in just three words.

All undertakings such as ours merits a theme motto. I submit that when the Roll is prepared of those who contributed materials and labor to this symbol of another day, it could have no better heading than,

WE WORKED TOGETHER
(Rolf Sollie)

See you the 12th.

T. C. Convell

Captain T. C. Convell

TCC/dg
cc: M. Bartlett - Moore's
Neal Johnson "
H. Gallagher - San Francisco Maritime Museum Association
K. Kortum " " " " "
M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "

February 16, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Captain T. C. Conwell

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 24

Should there be any weather statisticians among us, Saturday, February 12, was our 24th Saturday of work with only one Saturday of rain. We now are well into the rainy season and the score is 23 to 1. Even on that one rainy day, and it poured, we had about 35 skilled volunteers on the job! Either our project is considered worthy by the rain department or, as a group, we are living right. Perhaps it is a combination of both.

Last week I manifested my personal respect for our volunteers who coped successfully with a bulwark job involving the handling of a steel plate 4 feet by 6 feet. My recollection must have been away off in left field because last Saturday I looked at that plate again and it is 4 feet by 11 feet! That ought to impress everyone including the men who did the job.

WORK DONE:

Ship fitters and welders teamed up once more on the "home stretch" of their work. Many items were cleaned up and next Saturday, the 19th, should see all of the on-deck work completed in this department.

The shipwrights were with us and resumed in various places. They finished the crew forecastle with the exception of some small items requiring material not on hand.

Max Lembke and his gang commenced, or resumed, the sweep-down of sand. The main deck now is in good shape, but there is a lot of work to be done in cleaning the 'tweendeck so that the shipwrights can refasten the wooden decking.

Bollie was back aloft at his rigging overhaul job with a crew that prefers to work up where there is lots of fresh air, on nippy days it is plenty fresh.

During the week Al Matthew, our machinist department, overhauled the pump and pumped the bilge well. For about 25 years the ship did not require pumping. However, in our welding work we have had so much fire protection water flowing around that sufficient had accumulated in the bilge well to require pumping.

WORK AHEAD:

We are under a definite handicap to proceed with our painting and carpentry schedule until we get the ship divested of the sand. The solution would be 10 men on the 19th to man the brooms and shovels. We are all through our sandblasting program but the memory lingers on, and will until we can literally and successfully enact that old-time Navy command, "Sweepers, man your brooms!" (I suspect that many of you have heard it).

During the week we received a contribution of 7 tons of dressed, kiln-dried lumber to be used in the construction of ladders to the 'tweendeck and to replace the sweatbattens in that deck. There is ample material on hand for the shipwrights though that area must be cleared of sand before they can commence those jobs.

In sandblasting the hull it was to be expected that wasted places would be uncovered in the shell plating. Actually there was a very minimum number of such areas. When the ship fitters and welders are finished above deck, and that should be wound up the 19th, there is about 2 days of work on the hull.

Rigging is being manufactured for the two wood topgallant masts and it is planned to send them up about March 1. Unless our expectations get completely off the beam the month of March will see the yards back in place. This will require the yards to be painted the finish coat by our painters; the masts could be finish coated by the Dodge gang after the yards are in place.

* * * * *

CONTRIBUTIONS:

I have mentioned the 7 tons of dressed lumber we now have on hand. For the record, this was a joint contribution of the Weyerhaeuser Steamship Company, Pope & Talbot, Inc., and the States Steamship Co. The lot came from the Northwest in one of Pope & Talbot's ships. They arranged free drayage from Pier 38 to Alameda by The Dodd Warehouses. This is another indication of the wide-spread interest in our project and of our continuing support with materials.

* * * * *

Next week's report will be written by another member of the Ship Committee but will be processed from my office just the same as heretofore. Right at the most interesting phase of our restoration I suddenly find myself elected for a trip out of town on behalf of my employer, the American President Lines. Needless to say that while I am away -- and I do not know how long that will be -- I shall be looking forward to receipt of my copy of this report. Our job is on an even keel with a course charted to Pier 43. For a long time it seemed to me that we were doing nothing but tearing out. Now the trend is reversed, putting-together is the gist of the job orders these Saturdays. The remainder of the restoration is in capable hands in all departments. Unless my present schedule becomes changed, about all I can close this with is, I wish I could

See you the 19th.

T. C. Conwell

Captain T. C. Conwell

P. S. All hands should channel their inquiries to Mr. Kortum at the Museum, PRospect 6-1175. The mail address is: San Francisco Maritime Museum, Foot of Polk Street, San Francisco, California

TCC/dg

cc: Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett-Moore's
H.Gallagher-S.F. Maritime Museum Association
K.Kortum " " " "
M. Lembke " " " "
R. Mayer " " " "
W. Mills " " " "
D. Nelson " " " "
S. Walton " " " "

February 23, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 25

Not a cloud in the sky, and forty volunteers at work below and aloft on the old square rigger -- that was the picture last Saturday, nominally a winter's day. Not only that, but there was a carry-over in a couple of critical departments on Sunday, also cloudless. So our luck, as the expression now goes, "she is running mighty good."

WORK DONE

Ship fitters and welders swarmed over the ship; Mario Grossetti's trademark, his green jacket, would be seen one moment out on the bowsprit cap, getting that job rolling, and next he was suspended alongside the rudder, 18 inches above the water, getting patches started in that critical area. Joe Nobriga had rounded up welders from as far away as Mare Island Navy Yard and President Mitchell of 681 deployed them onto the different jobs.

During the week Alex Donald and Marty Lange had teamed up with a welder to lay out twenty patches, each about a foot square, on the 'tweendeck, and Saturday most of these were welded in solid. This area has given us quite a bit of concern -- for some reason corrosion was far more advanced back here under the quarters than anywhere else in the shell. Working from a stage on one side, and the painting float on the other, four patches were also tacked on just above the waterline; these will be welded up next weekend.

George Martin of Local 9, who came over several months ago to remove the bowsprit end, was back again to align the new end of that spar with the old section. The final welding on this job can be accomplished next weekend and the martingale bar is ready to slip into place under it. The riggers can take over from there. A troublesome job out of the way.

Mario brought over two Chippers and they turned to on the welding beads on the outside of the deckhouse. In this restoration of an old sailing ship (with riveted iron bulwarks and deckhouses) we are in the odd position of having to depend on the modern wizardry of welding to hold the repair work together, and yet -- on the surface -- the welding can't show. The beads wont be chipped off inside and we will count on this concealed welding to hold things together. There is more chipping to go, so Chippers will be welcome during the next couple of weekends.

Bill Dodge's gang, at work on the topmast rigging, carried on six strong. Max Lembke and his gang, who might be called the Museum Irregulars (the Maritime Museum,

like the PACIFIC QUEEN, has been largely put together by volunteer help over the past five years, and these are the ship model builders, cabinet makers, and paint who did it) cleared the 'tweendecks of rubbish and working with Mr. McCarthy, our steady Operating Engineer, moved the wooden yards into the plate shop. We can't pect perennial good luck on the weather, and under shelter these spars can be fil painted, and re-rigged, rain or shine. Max had an assist from J. B. Gilliam of Local 886, who put in a hard day's work.

We planned on the final clean-up of sand residue from the sand-blasting operation this weekend, so no painting was scheduled. However, the north wind had things so thoroughly dried out that painting conditions were ideal, and moreover, among the irregulars, we discovered a painter from the Muni car shops. Stan Bradshaw shovel sand the last weekend he was over, but he said he would feel a lot better with a spray gun in his hand, so Captain Johnson went to considerable trouble to scout on up. As a result the final coat of red lead sent onto the steel spars and some of the wooden ones, the anchors got a second coat, and Brad came back on Sunday and p the first coat of spar color on all seven steel yards. This was a real boost, because one more coat of spar color and all these big lower yards will be ready for the Dodge gang to rig.

Finally, a deep bow in the direction of Bill Mead, Art Zambruno, Stan Finn and Bil Gough -- the Management of the Vacu-Blast Co., Inc., of Belmont. Max Lembke got in touch with these gentlemen during the week and as a result they came to the resc of the PACIFIC QUEEN with a specialty of their manufacture, a giant vacuum cleaner. With the help of the crane, this impresaive machine was set up on the poop deck and the Management of the Corporation proceeded to suck up all the sand in the 'tween-deck. As George Cadwell (he was one of those who would have had to take after our internal Sahara with shovel and wheelbarrow) put it: "Love that vacuum cleaner!"

WORK AHEAD

For Shipfitters and Welders: A critical examination of the hull, particularly just above the waterline, for pin-holes. Four of these were taken care of Saturday, a few more will probably show up on inspection from the paint float. For instance, there is a wooden plug driven into a 3-inch diameter hole about three feet above the water amidships to starboard, and there are some pin-holes in the shell in the forepeak area. Six welders should be enough to take care of things.

Chippers, as mentioned before, are needed to take off the welding beads about the deck.

Alex Donald has a project in hand for making halliard and brace bands for the mizzen royal yard and a gooseneck for the spanker gaff.

For the Shipwrights: A little work remains to be done in the forecastle to complete the crew's living quarters. The removal of the sand from the 'tweendecks clears tha area for the lifting of the 1 x 6 sheathing and the re-nailing of the 2 x 12's under-neath. When that is done, Bill Mills will try to find an asphaltum covering for the area.

For the Painters: The starboard bow needs its second coat of red lead (for a distanc of about forty feet). Deckhouse and bulwarks are ready for a second coat of red lea The steel yards are ready for their final coat of color.

For the Wood Caulkers: The 'tweendecks area where the museum will be installed has been sandblasted clean and red leaded. Sufficient white enamel is aboard for two coats to beautify and lighten this area. Before this enamel is applied, however, it would be a big help if leaks in the area of the main hatch and mainmast could be eliminated. This is the only part of the white enamelled area that wont have the benefit of two decks overhead instead of one. That one thickness of old deck is going to leak. This will not only spoil the white enamel but the exhibits that are now in course of construction for display in this part of the ship.

For the Operating Engineer: Three more wooden yards to be moved into the plate shop, the steel yards to be moved onto the wharf in pairs for easier access by painters and riggers.

For the Dodge gang: More of the same on topmast shrouds; make ready to seize foot-ropes onto yards.

For the Lembke gang: Pair off wooden finishers to start on teak railings, carry on with main saloon refinishing. Sweep final residue of sand out of forward end of 'tweendeck.

A JOB WELL DONE

Captain T. C. Conwell has been called East by business of the American President Lines and the loss to this project of his executive talents is a stern one. A good portion of his time in the American President Lines' office has been devoted to the telephoning and correspondence necessary to keep the supplies rolling in for a project of this magnitude.

Some years ago, the Matson Navigation Company made a contribution of $10,000 to the Museum's "Argonaut Bay" fund, which was being raised for the purpose of saving a characteristic San Francisco sailing ship. This figure made up more than half of the total sum raised, and without it the Museum would never have been able to plunge into the purchase of the PACIFIC QUEEN. American President Lines have now closed the gap --they can say, "We let you have Captain Conwell." Because without his knack of thinking ahead and setting the pace, we wouldn't be on the downhill side of putting the old ship back together.

Captain Conwell turned the reins over to Bill Mills, Max Lembke and myself before leaving last week, and it did not surprise us to find everything in apple-pie order. Consider the three of us at your service if any problems come up.

See you Saturday, the 26th of February.

Karl Kortum

Karl Kortum :dg

KK/dg

cc: Captain T. C. Conwell, N.Y.
Captain John Rankine, Ship Pacific Queen
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - S.F. Maritime Museum Assn.
K. Kortum " " " "
M. Lembke " " " "
R. Mayer " " " "
W. Mills " " " "
D. Nelson - S.F. Maritime Museum Assn.
S. Walton - " " " "
J.E. Cushing - Oceanic Steamship Co.
Scott Newhall - S.F. Chronicle
Wm. Mead - Vacu-Blast Co., Inc.
Stanley Bradshaw, S.F.
Allan Villiers, N.Y.

March 2, 1955

A. F. Bartholomew
Bob Brightman
Al Brown
Charles Cox
W. S. Dodge
Mario Grossetti
Stan Lore
Leslie K. Moore
C. A. Rasmussen
George San Facon
William M. Smock
Louis C. Solari
Ted Tiner

Karl Kortum

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 26

Twenty-five men turned out in what the old log books used to call "blowing wet" weather to push the project along. With the adaptability that characterizes the rain squalls were too strong, everybody found work to do below decks.

WORK DONE:

The shipwrights were out in force to strip the 'tween decks of the 1 x 6 sheathing; eight men worked with crowbars under Leon Fong's direction to get at the 2 x 12's underneath. These were found to be in reasonably sound condition and in Stan Flowers' opinion are an adequate sub-floor for some type of asphaltum covering of the type used in factory floors. The reason for the introduction of this un-nautical surface is to provide fire protection against the stray and unnoticed cigarette butt -- our experience in the museum proper has shown that a small percentage of the public do not read "No Smoking!" signs.

Joe Nobriga and Herman Mitchell have been familiar Saturday faces for some months now, and they were again on the job to lay out the work for three welders from Local 681. Two of these men carried on with the bowsprit job until the rain squalls grew too thick, then retreated to the 'tween decks. The three welders completed the production welding on the patches that Herman Mitchell tacked up down there a week ago Thursday.

Bill Dodge was back from his business trip to the Islands, and no sooner back than up to the mizzen top with one of his gang carrying on with the topmast shrouds' overhaul. The 69-year old "bottle screws" that Bill is removing and freeing-up look like they were forged yesterday. Two more of his gang worked on these in the shelter deck, and two more came over during the week to press on with the work.

Alec Donald spent a few minutes scratching his head and wondering how to devise a Pacific iron for the suspension of the spanker gaff. It wasn't long, however, before he came up with a conversion of the old gooseneck from the Alaska Packers boat boom that should fill the bill quite nicely.

Max Lembke and his gang got the wettest because they were out on the dock hustling the big wooden yards from the mizzen mast under shelter. Mr. McCarthy from the Operating Engineers helped them as far as his crane would reach and from there on they were moved by the Armstrong Patent on four-wheeled dollies. The Lembke gang then went below decks and started restowing stores in the 'tween deck. Bill Mills broke out his blowtorch and scraped paint from the poop stanchions until the rain drove him below where he prepared plans for the steel gangways that are going to give access to the ship at Pier 43.

Bill and I had a session with the State Harbor Commission people on the site last week, and this week Mr. Pryor of Triple A Machine Shop is going over to the ship with us so that work on the gangways can be commenced.

WORK AHEAD:

For Shipfitters and Welders: Rain made it impossible to production-weld the four plates that were fitted down near the waterline under the quarter last week. Bad weather also made it impossible to look for further pinholes "between wind and water So these small but vital jobs remain to be done. Chippers are needed to finish off the welding that has been done on the deckhouse and bulkheads. Alec suggests fairing up the new plating at one or two points with hammer and heating torch before the wood door jambs are fitted.

For the Shipwrights: The Stan Flowers truck is going to pick up a portion of the lumber that Weyerhauser donated and fabricate the two large and two small ladders in the 'tween decks and lower hold in the Flowers shop. Incidentally, on this item we o a debt of thanks to Bill Hincks, new president of the Northern California Chapter of Naval Architects. Bill designed the entrances and exits for the public into the interior areas of the ship and turned it over to us as a neat blueprint, ready to go.

The Shipwrights will complete the forecastle and start on midship house next Saturday depending on the arrival of lumber for these particular jobs.

For the Painters: Les Moore offered to have two painters and two helpers on hand last Saturday, but it was no use to send them down to the ship in the rain. So if the weather holds good, the painting requirements are the same as before, red lead for about forty feet on the starboard bow, bulwarks and deckhouses, final coat of mast co for the seven steel yards.

For the Wood Caulkers: George San Facon is looking over the caulking requirements on the main deck during the first part of this week and on Thursday the Wood Caulkers are going to descend on the ship as a group and tighten up this troublesome area.

For the Operating Engineer: We will continue with the sper moving project, tackling the steel yards this Saturday.

For the Riggers: A rigger is needed to sling these yards, seven in number, about five tons maximum weight.

For the Dodge Gang: More of the same on topmast shrouds.

For the Lembke Gang: Finish squaring up stowage in fore part of 'tween decks; work with rigger moving steel yards.

A couple of Saturdays ago when our restoration project had a visit from Alan Villiers, the ship Master and well-known writer of sea books from Oxford, England, we learned how a sister project is progressing in that country. The clipper ship CUTTY SARK, seventeen years older than the PACIFIC QUEEN and slightly smaller is being restored and put on display in a special drydock. Mr. Villiers, an experienced seaman, is on the committee in charge and responsible for the restoration of the clipper's rigging.

A sum of $750,000 has been raised throughout the British Empire for the project and Mr. Villiers speaks respectfully of the fund-raising efforts of the Duke of Edinburgh, Consort to Queen Elizabeth, and apparently a man who likes ships. When the Duke is

...ited to lay a cornerstone in the City of London and the shipping magnates cluster ...nd, he lays down the trowel at the end of the ceremony and puts the hard word on ... for a contribution. A third of the money raised will go to creation of the dry-... for the ship.

...Villiers looked over our project with a sharp eye, and no doubt he is going to ...ry some of our ideas back for a try on the other side. He paid a nice tribute to ... work force: "One thing you chaps have that we don't have is the free labor of ...even unions. I think that even Prince Philip couldn't accomplish that."

...you on Saturday, the 5th.

Karl Kortum

Karl Kortum

kk/dg

cc: Captain T. C. Conwell, N.Y.
Captain John Rankine, Ship Pacific Queen
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - San Francisco Maritime Museum Association
M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "
J. E. Cushing - Oceanic Steamship Co.
Scott Newhall - S.F. Chronicle
Allan Villiers, N.Y.

March 9, 1955

A. F. Bartholomew	Stan Lore
Bob Brightman	Leslie K. Moore
Al Brown	C. A. Rasmussen
Charles Cox	George San Facon
W. S. Dodge	William M. Smock
Mario Grossetti	Louis C. Solari
Ted Tiner	

Karl Kortum

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 27

We have had good weather all week and on Tuesday, Wednesday, Thursday, Saturday and Sunday, different individuals and segments of the work force have taken advantage of it. Tuesday, for instance, saw Jack Weingand over by himself to painstakingly refinish further panels in the main saloon. Wednesday saw Bartz and Sommer up on the mizzen top, getting on with the seizings on the topmast shrouds. Sunday saw Bill Dodge back after Saturday on the job too, to work in the same area.

WORK DONE:

Thursday, however, produced the peak effort for a weekday because George San Facon together with six other members of the Wood Caulkers' Union arrived with their dum irons, nib irons, booblejocks, and mallets -- the ancestral tools of an ancient craft -- and set to on the main deck. There is no finer sound along any waterfront than the sharp rap of caulking mallets; it is invariably mentioned as being the prevailing sound in contemporary accounts of the boom in clipper ship building along the East River. That was a hundred and two years ago and a record concentration of caulkers at work. The concentration of caulkers on the main deck of the PACIFIC QUEEN was a record as far as we are concerned; these men put in a long day and left half the ship's waist caulked and payed.

Saturday saw five shipfitters and three welders at the ship and a variety of jobs were squared up. Alec's "Pacific iron" got put together and a smoother bead would be hard to find. The four patches down near the waterline were welded up. The slight bulge on the port side of the deckhouse in the way of a door jamb got pulled into line. The parrel strap for the mizzen royal yard was assembled, and last, but not least, Ernie Lechandro of #681 put the final passes on the bowsprit job. He arrived late so he stayed late to finish it up, a belt of weld an inch across the face and right around the spar.

Les Moore was on the job early and he brought J. E. Lacy from #1178 with him. Mr. Lacy tuned up his spray gun and with Frank Eatherton of Max Lembke's crew as an assistant proceeded to put the final coat of color on the seven steel yards (the longest is 86 feet), changed to red lead and from the float second-coated forty feet of the starboard bulwarks, and finished off by completing all four sides of the midship house. Lacy is a modest man; he apologized at the end of the day for not doing more!

Bill Dodge assembled the best crew yet for the work up the masts -- Captain Svedstrup was chief mate of the four mast bark JOHN EHA, Bill Bartz went around the Horn in the bark KAIULANI, Johnnie Grueland trained in the full rigged ship DANMARK, Rolf Bollie is a veteran of the MARITA and ARIAL of Darmmen, to mention just the sailing ship men, not to go into the years of steamship experience represented by the gang.

As Bill said, it wouldn't require much more in the way of a crew to take her to sea.

As a result of this best Saturday yet for the riggers, the topmast shrouds on the mizzen are set up on both sides, all six of them served for a distance of twelve feet, and this distance as well as the futtock shrouds have been rattled down. The main topmast shrouds come next.

Over in the Stan Flowers shop meantime, Shipwrights Fong, Machado, Miller and Reid were at work. They made use of Stan's power machinery to turn out doors for the lamp lockers and the forecastle and a pair of ladders to bring the public up out of the mizzen hatch and to the maindeck level again.

WORK AHEAD:

For Shipfitters and Welders: An examination of the waterline area from the patches now completed under each quarter forward. This can probably be best accomplished by towing the paint float along the ship's side.

A pair of chippers is needed to remove welding beads around the deck so that painting can proceed.

Completion of the bowsprit weld now permits shipping the martingale bar.

For the Shipwrights: We have word that this crew plans completion of the bunks in the forecastle (including an ornamental knob on each post), and tackling the wooden bulkheads in the midships house.

For the Painters: A light schedule this weekend: Second coat of red lead on the port bulwarks and the charthouse. We will clear the lumber out of the 'tween decks so it will be ready for its first coat of white enamel the following weekend. Also, the forecastle should be ready to paint out the following weekend..

For the Wood Caulkers: We have word that George San Facon intends to tackle the port side of the main deck during the week.

For the Operating Engineer: We didn't make much use of the crane last Saturday, but a good bit of hoisting is coming up this coming Saturday to empty the scrap lumber out of the 'tween decks.

For the Dodge gang: Work on the topmast shrouds with some of the men detailed to overhauling blocks preparatory to sending the steel yards up.

For the Lembke gang: Work with the crane operator hoisting lumber out of the 'tween decks.

CONTRIBUTIONS:

Completion of welding on the bowsprit makes timely a summing up of Pacific Coast Engineering Company's contribution to this project. Last Fall, after we had bought the ship and sent the spars down for a close look, heavy corrosion was found at either end of the yards. This was probably the result of the wooden plugs at the extremities impounding a certain amount of rain water inside the spar over a period of 68 years. Up to eight feet was rusted through on some of the yards, and the outer end of the

[illegible]rit was gone as well. Captain Conwell visited Pacific Coast Engineering Company [illegible] ask for assistance; he came out of their office smiling after no more than ten [illegible]tes. They had generously offered to roll new ends out of steel plate for any [illegible] that needed it. The ultimate cost to this public spirited Alameda firm has [illegible]roven to be slightly more than $2400.

[illegible] you on Saturday, the 12th of March.

Karl Kortum

Karl Kortum

[illegible]/dg

cc: Captain T. C. Conwell, N.Y.
Captain John Rankine, Ship Pacific Queen
M. Bartlett - Moore's
Neal Johnson - "
H. Gallagher - San Francisco Maritime Museum Association
M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "
J. E. Cushing - Oceanic Steamship Co.
Scott Newhall - S. F. Chronicle
Alan Villiers, N.Y.

March 16, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 28

During the week Bill Dodge suggested a direct appeal through the press for experienced seafaring men and riggers to help out the ship on Saturdays. Bill had in mind increasing the number of men at work on the tophamper; serving shrouds and rattling down are notorious consumers of man-hours (and one of the factors that contributed to the decline of sail when crews became small and shellbacks hard to find).

Mr. Hugh Gallagher, President of the Museum Association, sent out the appeal and it was printed in several newspapers. The Oakland Tribune carried the story on Page 1. As a result of this publicity, some eighteen capable seafaring men, alumni of such vessels as the brigantine W. G. IRWIN, barkentine FOREST KING, and Byrd's South Pole expedition in the old cutter BEAR, presented themselves at the shipyard on Saturday morning and were assigned to Dodge's and Lembke's departments. These new volunteers brought Saturday's total to 45 men at work.

WORK DONE:

The Wood Caulkers' Union was back on Thursday morning with more recruits than ever -- ten men where a week ago there were seven. They were on the job early, anxious to take advantage of the good weather and tighten up the main deck to port as they had done last week on the starboard side. Despite having to caulk and pay in between the pump wells and under the flywheels, this crew was all finished with this sizeable area by noon. We are greatly obliged to George San Facon and his wood caulkers for coming to the ship's rescue on the main deck -- it was not part of the area originally discussed with them. Tightening it up means a 'tween deck's display that will not be damaged by the first rain.

The Shipfitters have reached a point, after months of tailoring steel plates large and small, where they are engaged in what Mario calls "pick-up" work. This small stuff will be with us for another six weeks or so, and while they will not be fitting any further 4 x 11 foot bulwark plates, the little ones call for skill, too. Alex has a spider band in the works for the outer end of spanker gaff -- it has to be designed to support the weight of the spanker boom, too, one of the heaviest wooden spars in the ship. Donn Shannon, who never hesitates to double as rigger, called on the the services of the crane and slipped the martingale bar back in place without any difficulty. A chipper worked all day long flushing welding beads to give external surfaces that old-time look.

Both of Stan Flowers' trucks were over, bringing the doors and ladders prefabricated in the shop, and lumber for the day's work. Seven shipwrights turned to and at the

[illegible] of the day the forecastle was almost complete and the midship house was divided [illegible]thwartship and fore and aft by new bulkheads. The galley stove was shifted in place by Max's gang before this work started, and for the first time the character-istic form of a sailing ship galley begins to be seen. This was in the shape of a narrow passageway across the deckhouse, with doors on either side, so that in bad weather there would always be a lee door to pass out the food.

Bill Dodge, thanks to his recruiting plan, was in better shape than ever and able to dispatch fifteen men into the rigging and on to various tending jobs. Only about twelve feet of the mizzen shrouds remain to be served and the ratlines are not far behind. On the mainmast some fifteen feet of the shrouds were served on the port side. Preparing for similar treatment on the fore mast, Ray Aker rattled down the buttock shrouds and thereby gained access to the top, where he started to loosen the rigging screws.

Meanwhile, Captain Frieze, Port Captain for the MSTS, took three of the new men and with the help of the crane sorted out the steel yards for easier access and stretched the footropes, ready for seizing on.

Monday saw Bill and four others back for another go at the topmast rigging, and the weekend was rounded off in this department when Tiny Swanton, ex-bosun, yielded to a bosun's instincts and made all shipshape and Bristol fashion in the riggers' store-room.

Alex Lembke had eight men at work at the cheerless pastime of muling old sheathing lumber out of the 'tween decks, and when they got done with that, the same in the lower hold. This area has been a catch-all for years, apparently, to judge by skip after skip of trash hoisted out and dumped. Stan Bradshaw gave the ship's boat and the new wooden bulkheads a coat of white undercoat.

Vic Sands of the Operating Engineers climbed up into his crane cab with the ex-pectation of doing a morning's hoisting. But when the work spilled over into the afternoon, he obligingly called his wife that he wouldn't be home and stayed to the last skipfull.

We had an electrical breakdown on the ship during the morning and Captain Johnson called Bill Smock to ask for help. Bill sent an electrician down and says he will have one standing by every Saturday from now on.

Bill Mills brought over Bill Swinnerton of Swinnerton & Walberg, the contracting firm, for a consultation on how to treat the 'tween decks' deck. Mr. Swinnerton sized up the situation and is going to spend some time this week looking into what amounts to extra-heavy linoleum sheathing and give us a recommendation.

WORK AHEAD:

For Shipfitters and Welders: Alex intends to fit long patches of what he calls "ten-pound plate" on the wasted main rail to starboard; he is going to tackle this during the week. The railings on the forecastle head need fairing up and welding back in place, and a chock up here needs final welding. There are one or two more days' work for a chipper.

For the Shipwrights: Finish off the bunks in the forecastle; build bunks in the sailmaker-bosun's room, build settee and lockers in the galley.

For the Painters: Les Moore decided to wait until the 'tween deck was cleared of lumber and swept down, before tackling the second coat of primer in here. It is now

ready to go, and at the same time the port bulwark and the chart house are ready for their second coat of red lead.

For the Operating Engineer: We will need the crane to continue to empty the hold and move yards.

For the Dodge gang: Bill intends to make the steel yards ready for crossing, readying footropes, braces and blocks and at the same time deploy other men to carry on with the topmast shrouds.

For the Lembke gang: Max has been studying old photographs of the ship all week and on Saturday plans to start laying out the painted ports on the ship's topsides with masking tape. Les Moore says he'll paint the ship any way we want it, so it's going to be the most elegant color scheme out of the ship's eventful past -- red boot topping surmounted by several strakes of gray, then two strakes of black with white gun ports.

Another portion of the gang will carry on with emptying the hold of rubbish, looking toward leveling off the sand ballast a foot or so preparatory to the shipwrights' making a ladder to reach down into the square of the hatch.

SHIFTING SHIP:

Mr. Bartlett, Secretary-Treasurer of the Moore Dry Dock Co., and our host since last summer, summoned Captain Bill Mills, Chairman of the Museum's Ship Committee, and myself to his office during the week. He passed on word that the Navy, from whom Moore leases the Alameda yard, has called for bids for the rebuilding of the pier where the ship is moored. This work will probably start about April 15, and about that time the ship will have to find a new berth. We heard this news without joy because the Moore Dry Dock Company's hospitality has been so thorough-going that it has rather spoiled us. The use of their pier, crane, compressors, welding machines, air tools, guard services, etc., made possible a thorough refit of the ship by our Union volunteers and other helpers, whereas we originally thought we were stuck with a very sketchy overhaul to be complete by last October. Bill Mills and Mr. Gallagher are tackling this one and casting about for a new berth for the ship.

Karl Kortum

Karl Kortum

KK/dg

cc: Captain T. C. Conwell, N.Y.
Captain John Rankine, Ship Pacific Queen
M. Bartlett - Moore's
Neal Johnson - "
H. Gallagher - San Francisco Maritime Museum Association
M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "
J. E. Cushing " " " " "
Scott Newhall " " " " "
Alan Villiers, N.Y.

March 23, 1955

TO:

A. F. Bartholomew	Stan Lore
Bob Brightman	Leslie K. Moore
Al Brown	C. A. Rasmussen
Charles Cox	George San Facon
W. S. Dodge	William M. Smock
Mario Grossetti	Louis C. Solari

Ted Tiner

FROM: Karl Kortum

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 29

Jack Dickerhoff, rigging superintendent for Moore's, anchored a diesel donkey engine to the wharf during the week (the ship's donkey engine having been removed), and prepared to do some hoisting -- two topgallant masts, fifteen yards, spanker gaff and boom. Simultaneously, a truck drew up (drayage donated by Geo. Scharetg & Son) and unloaded thirty-six coils of rope bearing such labels as "Fore Lower Brace - 405 lbs." This truckload is roughly half the donation of the Tubbs Cordage Co. Simultaneously on this particular afternoon, Jack Weingand was handpolishing a few more panels in the saloon, and Noak Nelson completing the last of 34 graving pieces in the caulked area of the main deck; Jack Rankine following behind with a few threads of caulking cotton around each one.

To starboard, Alex Donald could be found fitting a series of flat plates each about ten feet long onto the wasted railing there, and Herman Matchell, President of 681, was following along welding, despite having come off the graveyard shift just a few hours earlier.

This was the scene on the ship on a Wednesday. On the other side of the bay, Harlan Soeten was out scouting up old photographs of the ship's younger years for exhibit aboard, and Harry Dring was at work in the basement of the museum assembling the display stands for the ship (over fifty in all). At 249 Pine Street, Bill Mills was hitting the phone in a search for a new berth for the vessel, and across the city, Max Lembke was pursuing his speciality, conjuring up free services and supplies by means of the same instrument. This day he was after green velvet for the saloon cushions.

Being a Wednesday, it is probably that the particular crafts for the following Saturday were being recruited, and in this instance that meant that Mario Grossetti, Les Moore, Joe Nobriga and Louis Solari were doing some phoning too. Down on Battery Street, a joiner was whirring in the Stan Flowers shop, putting a V for old times sake on a supply of T&G for next week's work.

In the museum office, Dave Nelson sits in front of a typewriter knocking out a press release so the country will know what progress we're making. Jean Kortum, across the room, writes the checks that dwindle the funds -- a process that gives progress some urgency.

No one knows this better than Mr. Gallagher, president of the museum. In his office in the Matson Building, he is busy with a variety of cajoleries and enticements upon a wide circle of business acquaintances, and the fact that the coffers have never quite run dry shows how hard he keeps at it. In other office in the same building,

Bill Dodge works out the assignments that will keep 18 men efficiently employed come Saturday .....

This weekly report has carried a number of descriptions of a busy Saturday on the ship; the foregoing selects a weekday to show a cross section of the PACIFIC QUEEN project the rest of the time. In large part, the groundwork for the weekends is laid between Monday and Friday. Seven days a week the project moves ahead.

WORK DONE:

Forty-two workers pushed things along on Saturday. The railings were faired and welded back on the foc'sle head, more overhaul carried out on the topmast rigging, blocks overhauled, footropes, brace pendants, and lifts rigged on the seven steel yards, six truckloads of scrap timber hauled off the wharf for burning, a first coat of color on seven wooden spars, the after quarters stripped of electric conduit, a diagram for port painting laid out in masking tape on the starboard side.

WORK AHEAD:

For Shipfitters and Welders: Alex intends to work during the week on his repair of the starboard rail. One shipfitter, one welder, and one chipper should be sufficien for pick-up work next weekend.

For the Shipwrights: Leon Fong and several other shipwrights intend to install settees and counters in the galley during the course of the week; they were tied up over the weekend with a heavy schedule at APL and MSTS.

For the Painters: A second Saran job is starting up at Todd's yard, calling for 65 men, and so Les Moore has his hands full. However, he promises to do what he can to find painters for our 'tween decks.

For the Operating Engineer: Plenty of use for the crane clearing the lower hold.

For the Dodge gang: Lubricate and paint blocks. Carry on with the topmast rigging. Red lead main and mizzen masts.

For the Lembke gang: Continue to clear lower hold and level sand. Lay out for port painting on port side of ship.

PIRATES, STAND CLEAR!

The row of 14 gun ports that will be painted on the ship's side, black on white, are in accordance with the way the ship looked in a photograph taken at San Francisco in the late '80s or early '90s. Hundreds of iron and steel sailing ships painted in this martial style passed in and out of the Golden Gate yearly during this period, yet, few of them had a cannon aboard. By this time gun port painting was simply a style of ship decoration, a carry-over from a few decades before when it was used to scare off Malay and Chinese pirates during passage through Far East waters. The pirate proas made a practice of victimizing becalmed sailing ships, attacking in numbers and from several sides at once.

There were few cases of piracy during BALCLUTHA's period, but there are always exceptions, and one of these was the bark ALDEN BESSE. During her passages to the

Orient from the Pacific Coast, she made a point of having a cannon on board, and on one occasion fought off an attacking Chinese junk with heavy loss of life. Her bones lie at the west end of Government Island, in sight of Bill Dodge's gang as they work at our mastheads.

Karl Kortum

Karl Kortum

KK:cb

cc: Captain T. C. Conwell, N.Y.
Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson- "
H. Gallagher - San Francisco Maritime Museum Association
M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "
J. E. Cushing " " " " "
Scott Newhall " " " " "
Alan Villiers, N. Y.

March 30, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: RESTORATION OF SHIP "PACIFIC QUEEN"
REPORT NO. 30

The crojik yard was in place across the mizzen mast when we arrived on Saturday morning and it shone above the day's work like an ensign, charged with significance. Because this is the first of the fifteen yards to go back up, the process that will change the gaunt "schooner" we have come to know through fall, winter and spring, back into a square rigger. The crojik yard looked good from a distance, and it looked better close-up. There is nothing shabby up there any more; no overtones of a rusty hulk on the Sausalito mud-flats wondering whether her destiny was going to turn in the direction of a log-barge in Canada or a nebulous museum restoration.

In fact, it is rather startling to see the traditional ironwork glistening in new buff paint, the lifts and braces supporting the yard, all new wire with splices neatly turned in. New square rigged ships, in whole or in part, are not a common sight in this second, or atomic, half of the 20th Century. In that fact lies this ship's value.

But a further value has appeared in the BALCLUTHA's sixty-ninth year and it, too, will be long remembered: to get that single yard down, repaired, and up again, Moore's contributed the riggers, Bartholomew's men did the scaling, Pacific Coast Engineering Co. rolled new yardarms, Grossetti's men fitted them in place, Nobriga's men welded them there, Les Moore's painters put on four coats of paint, Pabco Products supplied the paint, Dodge's gang slung the spar, Solari's crane operator lifted it, and a host of $10 memberships paid for making the new rigging. The wire was contributed by J. R. Feeney Rigging Co., the rope by Tubbs Cordage, the blocks and shackles by Jack Johnson of Marine & Ship Supply.

So we can ponder whether the BALCLUTHA's finest hour was battling three weeks to get around Cape Horn in 1895, or a remarkable community effort to keep her intact sixty years later.

WORK DONE:

Seven shipwrights came over and fitted out the galley with coal locker, cupboard, and settee fabricated in the Stan Flowers shop during the week. A turned wooden knob was fitted on top of each bunk post in the foc'sle, the only concession to gracious living in a cramped, three-cornered room designed to accommodate twenty men and the anchor windlass.

Alex Donald came over during the week and pushed his reconstruction of the rail in the waist with welding help from Local #681. Alex was back on Saturday, and Louis Hurst from #681 helped him farther along with this job. Louis then turned to on the railings on the foc'sle head and together with Fred McWilliams from the Shipfitters, completed fairing them.

Bill Dodge had eleven men at work below and aloft, shackling rigging to the yards, serving and rattling main and mizzen topmast shrouds (one of the reasons that the crojik yard looks so good is the tedious work that has gone into preparing the setting for it, i.e., making the mizzen topmast shrouds ship-shape), overhauling and painting blocks, Rolf Sollie was supposed to take a day off and work on deck, but he was discovered at the masthead with a tar pot in his hand, descending three times to blacken the mizzen royal, topgallant and topmast backstay.

Ray Aker, known to the museum heretofore as a builder of exquisite ship models and one of the country's authorities on galleons of the Sir Francis Drake era, spent the day in a bosun's chair red-leading the mizzen mast from the crosstrees on down. He kept glancing aft, uneasy because the BALCLUTHA didn't step a bonaventure.

The only reason that Al Brown wasn't up there too, was a seven pound boy, just arrived -- Al was standing his watch at home.

Max Lembke had his gang deployed on a number of jobs -- they hustled the wooden yards out of the plate shop on dollies and got them in position for the riggers to hoist during the week; five of these spars were tackled with paint and brush and given their final coat.

Work continued down the main hatch, everything was hoisted out of the lower hold except the donkey engine boiler. A start was made at leveling the sand ballast for the viewing platform. From here the public will be able to gain an idea of the enormous single hold common to all windjammers. M. C. McCarthy was the crane operator who handled the hoisting.

WORK AHEAD:

For the Shipfitters and Welders: Alex will be squaring up his rail repairs. Capt. Johnson plans to have stage riggers shift the bowsprit stage under the figure-head so that a patch can be fitted under the bowsprit just forward of the gammoning plate. Donn Shannon has offered to look into some small patches necessary near the head of the main topmast.

For the Shipwrights: Apart from finishing up in the foc'sle and galley, a strong frame of old 2 x 12's is needed to box in the sand in the square of the hatch.

For the Painters: Max Lembke has persuaded International Paint Co. to substitute black, white and gray for the topside black they originally agreed to donate, and this will be delivered during the week. It would be best, however, to hit the 'tween decks first as Bill Mills is lining up plyboard and Mastipave to cover the deck and probably the final coat should be on before this linoleum is laid.

For the Dodge gang: Carry on with topmast rigging, block painting, second coat of red lead on main. Pitting on fore part of main and mizzen masts should be filled for first fifteen feet above deck with rivet cement, as was done on fore.

For the Lembke gang: Bring a couple of extra shovels to level sand, carry on with laying out for port painting on port side, clear ladder out of fore hatch temporarily and stow donkey engine parts in 'tween decks.

For the Operating Engineer: A crane will be needed for the above work.

CONTRIBUTIONS:

L. Ph. BOLANDER & SONS:

This firm took three of our spare wooden spars and turned them down to make a new mizzen upper topsail yard, mizzen royal yard, and spanker gaff. This work was done at cost, using a large lathe ordinarily employed making flagpoles.

STAUFFER CHEMICAL CO.:

Supplied 100 lbs. of brimstone for filling checks in spars.

MORRISON & BEVILOCKWAY:

Renewed lamp receptacles on brass binnacle hood, executed other repairs to the same hood.

G. W. THOMAS DRAYING:

Drayed wooden yards across the bay to Bolander Co. and back.

SCHOU-GALLIS CO.:

Drayed supply of blocks from Matson Pier to ship.

(Arrangements for drayage in each case were made by Ken Lund of Fred Olson Lines -- Ken represents the Marine Committee of the Junior Chamber of Commerce in a standing offer to tackle the transportation problem for us. Ross Parmer of the Junior Chamber was over at the ship Saturday, wielding a paintbrush.)

GEO. SCHARETG & SON:

Drayed cordage from Tubbs Cordage Co. to shipyard.

CARPENTER RIGGING CO.:

Donation of a supply of hemp spun yarn and sister hooks.

MARINE & SHIP SUPPLY CO.:

Donated 24 7/8" shackles, 48 5/8" shackles, 6 1¼" rigging screws, 13 12" double blocks, 4 16" triple blocks, 6 10" double blocks, 10 lbs. of seizing wire, three fathoms of 3/8 galvanized wire. Jack Johnson, the proprietor and a veteran San Francisco ship chandler, practically pressed this donation upon us -- "Why don't you come around and take what you need -- I'm 100% for that "PACIFIC QUEEN" project and I want you to make use of my stock!"

See you on the 2nd of April.

Karl Kortum

Karl Kortum

KK:cb

cc: Captain T. C. Conwell, N.Y.
Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson- "
H. Gallagher - San Francisco Maritime Museum Association
M. Lembke " " " " "
R. Mayer " " " " "
W. Mills " " " " "
D. Nelson " " " " "
S. Walton " " " " "
J. E. Cushing " " " " "
Scott Newhall " " " " "
Alan Villiers, N.Y.

April 7, 1955

TO:

A. F. Bartholomew	W. S. Dodge	C. A. Rasmussen
Bob Brightman	Mario Grossetti	George San Facon
Al Brown	Stan Lore	William M. Smock
Charles Cox	Leslie K. Moore	Louis C. Solari
		Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 31

During the first part of the ship restoration we needed bold strokes to push the job ahead and we got them -- Bartholomew descended on the ship with a host of marine laborers to do the scaling, Mario Grossetti's shipfitters teamed up with the welders from #681 and #320 to consume a couple of truckloads of steel, Les Moore's painters sandblasted the whole exterior of the ship. The job has now progressed to a quite different stage, the bold strokes are behind us (except for painting the outside of the hull), we are in the midst of the ramifying detail that gives a sailing ship her peculiar flavor.

We have hoarded what money the Museum has been able to raise with its membership drive for that most detailed of departments, the rigging. Todd's and Moore's shipyards made a contribution of the first $6,000 worth of rigging work -- Moore's carried on from there, doing the work at cost. Jack Dickerhoff, Moore's rigging superintendent, is a connoisseur of detail and moreover he is able to give it to us inexpensively -- he and his men work fast. Bill Dodge and his gang made a timely arrival in the same department, eating up details that we couldn't budget for Dickerhoff's professionals.

Detail is now the order of the day below decks, too, with steps being taken to give the ship a complete electrical system. Also detail is the essence of exhibit building for the ship, now going ahead in the museum basement. And detail has always been the particular province of the Shipwrights -- last Saturday they stepped out of the fo'c'sle leaving behind them a lesson that many small parts make a whole. Where once were Alaska Packer partitions, we now have a striking reproduction of a crew's quarters of 1886. We salute the Shipwrights for their painstaking job, and predict that the visiting public will find this one of the most fascinating parts of the ship.

The four-bit pieces that the public spends for a visit on board are alone going to sustain this ship in the future, to keep her from becoming shabby and going to the scrappers. So it behooves us to make an hour or two spent on board a stimulating one. Only a tiny percentage of the public is interested in naval architecture per se; the bulk of our visitors will be looking about the decks and in the quarters for the human angle -- how did men live, eat, and labor in a ship worked all by hand. So that is what we have to supply, that is the theme of the work that remains to be done, and only if it is done well (like the fo'c'sle) will the PACIFIC QUEEN hit the Bay Area with anything like the impact we expect on and after opening day.

WORK DONE:

A crisp, clear day and 43 men at work.

Donn Shannon represented the Shipfitters in a variety of pick-up work, removing stiffening plates from the bowsprit, and the like. Bill Dodge had 16 men on Saturday, and with three other men was back on Sunday. Bill had his crew on the topmast shrouds, red-leading the main and mizzen masts, measuring the fore shrouds and "gas-pipe" ratline lengths, and making shipshape the lower portions of a variety of old backstays that are not going to be replaced at the present time.

Max Lembke carried on with masking tape, laying out for port painting on the port side, while another portion of his crew under Harry Dring's direction worked at clearing the dock and getting aboard lumber, rigging and other gear that will be useful to the ship's operation in the future. As per usual, Louis Solari had a crane operator at the ship throughout the morning to help with the lifts.

Scott Newhall, like Bill Mills and Max Lembke, a member of the Ship Committee appointed by the Museum's Board of Directors to look after the PACIFIC QUEEN, swung into action on the electrical front. Scott got together with Bob Wright of Louis Ets-Hokin's company to work out a list of supplies and will call on Bill Smock and his men when these are in hand.

WORK AHEAD:

For the Shipfitters and Welders: As soon as Alex can fit the brass lock to the old poop door (so that the after quarters can be locked up) the wooden door to the right of it can be removed and blanked off. Both the lock and a steel plate are on hand.

For the Shipwrights: A pair of bunks is needed on both sides of the new bulkhead completed a couple of weeks ago in the midship house. On one side they will be for display (like the fo'c'sle), on the other side the bunks will actually be put to use in the watchman's quarters.

For the Painters: The topsides of the ship are all laid out for port painting, and the necessary paint is aboard.

For the Dodge gang: Carry on with overhaul of original backstays where chafed and showing Irish pennants, finish seizing starboard main cap stay, start rattling main and mizzen lower shrouds.

For the Lembke gang: Load donkey engine base, ticket booth, and other ship's gear now stored on dock. Start sanding railings with power sanders.

For the Operating Engineer: It would be a great assist if the crane could be used both Saturday morning and afternoon -- many lifts for this weekend.

AN HISTORICAL NOTE:

Rigging superintendent Jack Dickerhoff says that for many years a man named "Fiddle Eric" Carlson was 2nd Mate on our ship, then known as the STAR OF ALASKA.

During the winter months, Carlson used to work in the Alaska Packer's rigging gang; this gave off-season employment to many of the best seamen in the fleet and kept the twenty-odd windjammers in seagoing condition. Rigging Superintendent was Captain C. A. Halvorson, described by Dickerhoff as "the genuine two-fisted article", and for many years the man who took the STAR OF ALASKA north each spring.

According to Fiddle Eric (he got the name when he contrived a violin from a cigar box), the STAR OF ALASKA always remained Halvorson's favorite ship, even when he turned over the command to another captain. Halvorson had become the Superintendent of the Chignik Cannery, but he still traveled north each spring in the ALASKA. When Halvorson stepped aboard, nominally a passenger, he took over command for all practical purposes.

In his wintertime position as Rigging Superintendent for the fleet at Alameda, Halvorson was able to see that the STAR OF ALASKA got the best of everything. This blatant favoritism during the ship's middle age is one of the likely reasons that the masts are still standing in her today.

See you on the 9th.

Karl Kortum

Karl Kortum

KK:fs

cc Captain T. C. Conwell, NY
Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - San Francisco Maritime Musuem Assn.
M. Lembke -do-
R. Mayer -do-
W. Mills -do-
D. Nelson -do-
S. Walton -do-
J. E. Cushing -do-
Scott Newhall -do-
Alan Villiers, NY

April 13, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 32

A turning point for the old sailor or the hobbyist building a ship model is when the hull is done, the masts are in place, and the first square yard is crossed. There may be five more yards to go (as in the case of an old-fashioned brig) or twenty-nine (as in the case of the PREUSSEN) but the first one up says "square rigger", invoking all the old-time magic of that term.

We enjoyed the sight of the BALCLUTHA's first yard across a couple of weeks ago; by last Saturday a pair were in place on the mizzen, and the main yard, eighty-six feet long, was up where it belongs on the mainmast. The attendant cordage starts to criss-cross the sky. We stowed a boat on the forward skids, keel up, the old-fashioned way. Max blacked in the first of the fourteen gunports that will ornament her sides. As in the case of the ship model builder, there is a hint in these things of what the end product is going to look like. And we don't mind predicting -- a new jewel in San Francisco's crown.

The Maritime Museum could have contented itself with ship models, and there were some who advocated that. Models have great value; they demonstrate shipbuilding theory at this or that period in history. Or we could have used what funds we scraped up to buy books, another standard museum item. (A San Francisco bookseller has been privately deploring the Museum's purchase of an "old ship" instead of a library.) Books are more important than models; they not only provide theory, but describe it put to practice. However, we had an opportunity to buy the real, full sized (256 ft.) article instead of a miniature or a written description, and we took it. Both of the latter we can collect at our leisure, but there was no leisure about the negotiations that added the PACIFIC QUEEN to the Museum's collection. A hectic, nerve-racking year was required to swing the deal, every hour of it under the gun . . . it was this last full rigger or none. No regrets so far, and seeing the way she starts to burgeon, none expected.

WORK DONE:

Alex Donald was back with us, blanking off the false door that the Alaska Packers fitted in the poop bulkhead, and reactivating the original door that led into the after quarters when the ship was built. This will give the public a more impressive entrance to this area.

Both President Herman Mitchell and Secretary Joe Nobriga of Local #681 were on hand for the day's welding. The starboard rail repairs were completed, and a start made on the blanking off job mentioned above.

Bill Dodge's men not only carried on with work on the fore and mizzen topmast rigging, but made a concerted attack on the mizzen lower shrouds, serving some seventy-

five feet of rigging in preparation for fitting iron bar ratlines next week. Seizings were fitted on one starboard main topmast backstay and another let go, ready for serving.

Max Lembke's gang divided itself into departments. One group landed the boat and the starboard anchor aboard, and loaded the donkey engine parts down the fore hatch. Another worked at finalizing the layout for port painting. Another made a start at power sanding the taffrail.

Bill Mills, with Captain Svedstrup's help, tested the anchor windlass prior to shackling on the port anchor for emergency use.

Bill Kortum flushed off welding beads with a pneumatic chipping gun, and on Sunday returned for more of the same.

R. O. McCarthy was once again our Operating Engineer.

WORK AHEAD:

For the Shipfitters and Welders: Complete welding on bulkhead door. Weld display stands in 'tween decks.

For the Shipwrights: Build two bunks athwartship (same style as in fo'c'sle) right forward in midship house cabin, port side. Build two bunks to plan tacked to bulkhead on starboard side.

For the Painters: 'Tween decks should be painted out, as discussed with Les Moore.

For the Dodge gang: Carry on with overhaul of lower rigging; mild steel rod is now on hand for making bar ratlines.

For the Lembke gang: Carry on with painting preparation. Continue sanding and scraping of poop railing. Move ironed off yards and gaff out of plate shop.

For the Operating Engineer: Crane operator will be required.

CONTRIBUTIONS:

D. ZELLINSKY & SONS:

Offered to refinish the interiors of the main saloon, captain's cabin, captain's bathroom and chartroom. During the past couple of weeks this public-spirited firm has had two men working in these areas, and they are now complete, and a very important step forward in the preparing of the interior of the ship for display.

SMITH GLASS CO.:

The large old fashioned mirror has been replaced over the sideboard in the main saloon, thanks to the generosity of this firm.

Karl Kortum

KK:cb

cc: Captain T. C. Conwell
Captain John Rankine
M. Bartlett
Neal Johnson
H. Gallagher
M. Lembke
R. Mayer
W. Mills
D. Nelson
S. Walton
J. E. Cushing
Scott Newhall
Alan Villiers

April 20, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 33

A Cape Horner's Story:

Recently we had a letter from John Lyman, the Washington, D. C. maritime historian who has been uncovering our ship's early history as his contribution to this project (John originally came from Berkeley). He had just got word from H. O. Hill of the National Maritime Museum in Greenwich, England, that in 1893 the BALCLUTHA made a voyage to Lobos de Tierra and from there around the Horn to Antwerp. Lyman points out the significance of the loading port; it means that the ship loaded guano. A guano cargo was the only thing missing from the catalogue of BALCLUTHA's early voyages -- it rounds out her personality, so to speak, as a general trader of the late Victorian period, circling the world again and again in the typical ocean trades of her day.

Basically, the BALCLUTHA can be described as a Cape Horner, oriented to the west coasts of North and South America, as were hundreds of her Scots-built sisters. It was San Francisco that inspired her building in a Clyde shipyard on the other side of the world; the grain trade through the Golden Gate was at its peak during the years when Robert McMillan decided what kind of ship he wanted and placed the contract with Charles Connell. (The Connell shipyard is still in business today). But the year the BALCLUTHA was launched, 1886, the grain market broke, or she might have spent her whole life in the trade. As it was, her first three voyages were around the Horn to San Francisco for grain, and then in 1890 she made a passage in the Colonial trade -- to Cape Town, New Zealand, and return to London.

Captain Constable of London and Captain Binnie, a Scotsman, had commanded the BALCLUTHA during her early voyages; now a "bluenose" captain, J. W. Morrell, of Yarmouth, Nova Scotia, took over. After three voyages, another Nova Scotiaman, Captain Alfred H. Durkee, took command and had the ship throughout the remainder of the '90s.

BALCLUTHA crossed the North Atlantic in mid-summer of 1891 and loaded case-oil at New York for the East Indies. She loaded a cargo at Rangoon (presumably rice) and after discharging it at Amsterdam, crossed to Barry to load Welsh coal for Callao. She carried guano back to Antwerp that passage around the Horn, and nitrate the next, Iquique to Rotterdam. After one more round, coal outwards, nitrate home, BALCLUTHA returned to the San Francisco trade. She carried 2594 tons of Swansea coal and coke out to Williams, Dimond Co., and loaded 44,433 cases of salmon, 11,474 cases of canned fruit, and 17,991 centals of beans and barley for London. She took in a general cargo in the Thames, consigned to J. D. Spreckels & Bros. and upon reaching San Francisco loaded wheat for the return passage to Havre, France.

Next she returned to the land of her origin, Scotland, and loaded a cargo for Montevideo. BALCLUTHA had by now doubled Cape Horn 17 times, and now she made her

...rth rounding of the Cape of Good Hope on a passage to Calcutta. In the Hooghly ... loaded jute gunny bags for San Francisco, and arrived in 112 days. On the pas... a baby girl was born to Captain Durkee's wife and named Inda Frances for the ... terminals of the voyage.

... San Francisco, on the 8th of August, 1899, the Red Duster was hauled down, and ... multi-colored Hawaiian flag hoisted in its place. Actually BALCLUTHA was owned ... San Francisco, but it was not until two years later when the 56th Congress -- ...ming two days overtime, with the clock stopped -- passed a special bill concerning ... BALCLUTHA (and President McKinley signed it) that she finally hoisted the America... ...g. In the meantime, the ship had made the acquaintance of Puget Sound and the ...stralian ports of Melbourne and Port Pirie in the export lumber trade. She loaded ...al at Newcastle, N.S.W., for her return voyages up the Pacific, on two occasions ...scharging at San Francisco, once at Honolulu.

...n 1902 the BALCLUTHA made her first voyage in the Alaska salmon trade. Two years ...ter, on her third voyage north, she was wrecked on Sitkinak Island and sold as she ...y for $500. She was refloated by the expedient of filling her hold with empty ...rrels before she was towed off the reef. The ship wintered in Alaska with a ...uple of squaw men and their families living aboard to look after her for her new ...wners. These were the Alaska Packer's Association; they sent a crew north in the ...pring (which included our shipkeeper, Jack Rankine), careened her on the beach, ...atched her bottom, and sailed her back to San Francisco. Here, after twenty ...igorous years as BALCLUTHA, she lost her original name and was rechristened STAR ...F ALASKA.

...or 24 years more, the STAR OF ALASKA sailed each spring with the other ships of the ...Star" fleet to take the fishermen north and bring back the salmon pack. She dis...tinguished herself by turning in the fastest average passages in the fleet, and her ...inal voyage north (in tow) in 1930 was the last voyage of a sailing ship to Alaska ...n the salmon trade.

...e have inherited a vessel with a remarkable career: she exactly fulfilled her role ...s a world trader and in the process came to know most of the great sea ports and ...ceans of this earth. Whereupon she continued to make sail and lift cargo until ...er working life reached 44 years -- more than twice the usual life expectancy of a ...indjammer.

WORK DONE:

Joe Nobriga brought over Jim Ford and Louis Sousa for the day's welding. The blanked-...off door through the poop bulkhead was welded in permanently and at the same time an ...rc was flaring in the 'tween decks, welding together exhibit stands to samples pro...vided by Harlan Soeten.

Shipwrights Fong, Beckstrom and Johnston went to work on the carpenter's shop and ...room ... and when the day was done, another interesting display area was complete, ...exce... for the addition of old-time carpenter tools. Dwight Johnson of Local #1149 ...was right at home in this work -- he sailed as carpenter of the four-masted bark ...MOSHOLU in the early 1920s.

...Bill ...ge's gang made first-rate progress with the steel rod that Gilmore Steel Co. ...deli...ered; this was cut into diminishing lengths for ratlines and three men worked ...their way up the starboard mizzen shrouds, seizing these in place. In that way they ...created their own ladder as they went. Bill's men also tackled the problem of re-

placing the sheer pole in the foreward shrouds, set up a main topmast backstay, ar finished off the second coat of red lead on the mainmast. To get all these depart ments in hand, Bill, Swanton and John Davies returned for a work session on Sunday

Max Lembke diverted his flexible force onto a variety of work fronts. Stan Bradsh rigged the spray gun and painted out fo'c'sle and carpenter shop with primer. Joh Davies touched up various patches that the Shipfitters have put in place with red lead. Harry Dring and Dave Nelson roused the new spars out of the plate shop. Cl Smith painted blocks in anticipation of the riggers returning to cross more yards. Bill Gilmore dressed up more of the poop railing with the power sander.

Scott Newhall and Bob Wright from the Louis Ets-Hokin company surveyed the ship's electrical requirements. Ruth Newhall has been down on several Saturdays to help -- her shipboard experience was gained sailing a big ketch to Mexico, only two in crew for most of the passage. Saturday Ruth ran a power sander.

WORK AHEAD:

For the Shipfitters and Welders: Pacific Ship Repair expects to have the pipe fra for screens bent to shape and delivered to the ship by this weekend. A good bit c on-the-spot assembling and welding is called for here. These screens will be cove with light steel mesh (6" squares) to restrain the public from some of the more perishable exhibits.

For the Shipwrights: Bunks to be built in watchman's quarters, shifting boards fitted in square of hatch to contain sand, main hatch prepared for permanent acce ladders.

For the Painters: 'Tween decks to be painted out. Preparations to be made to pai topsides.

For the Dodge gang: Carry on with present work rattling down and fitting sheer pc

For the Lembke gang: Continue painting out of interiors and painting blocks. Cor tinue with sanding and oiling of poop railings.

For the Operating Engineer: A couple of hours' time should be sufficient to handl the hoisting that has accumulated.

See you on the 23rd of April.

Karl Kortum

KK:cb

cc: Captain T. C. Conwell, NY
Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - San Francisco Maritime Museum Assn.
M. Lembke -do-
R. Mayer -do-
W. Mills -do-
D. Nelson -do-
S. Walton -do-
J.E. Cushing -do-
Scott Newhall -do-
Alan Villiers, England

April 27, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 34

Bill Dodge has a number of shellbacks in his gang, veteran sailing ship men passing on the traditions and tricks of the trade to the younger hands. One of his most regular volunteers is Fingal Larson, a man past seventy but erect, sailorly, observant and close-mouthed. Fingal wears a black shirt and a sheath knife; he works up aloft every Saturday. In 1904 he was before the mast in Donald McKay's GLORY OF THE SEAS, a link with the Gold Rush clipper ships (Donald McKay built the FLYING CLOUD).

Fingal was in the smart bark ST. JAMES with lumber to Callao, and then in the EMILY REED ("a classy s-- of a b----, white painted yards"). He sailed in the SANTIAGO, IRMGARD, and W. B. BLINT in the Honolulu trade, and took the famous old ABNER COBURN up the coast (the crew cleared out when they saw the windmill pump going full tilt before she ever left the dock).

Fingal Larson's last passage under sail was Eureka to Sydney in the barkentine THOMAS P. EMIGH. Now he has scented the Stockholm tar again and on Saturdays, at least, is back with the windjammers: "We lived tough, but didn't get no ulcers. I can't kick about the 30 years I put in 'em. Singing do, re, me, boys; we're homeward bound! Didn't get much to eat but we were happy-go-lucky-----"

This week the man who sailed in a Donald McKay ship read in his evening newspaper that an American merchant ship is to be built with atomic propulsion. For a span between historical epochs, Fingal is a pretty lively fellow.

WORK DONE:

Leon Fong and a partner from #1149 spent the day outfitting the shipkeeper's quarters, bulkheading it off, fitting bunks, lockers, etc. When the ship goes on display all living quarters, cooking, etc., will be removed from under the poop and concentrated in the deckhouse for easy access in case of fire and for a more central location.

Bill Dodge's gang was 15 strong on Saturday and working up all three masts. Bill completed the first set of lower rigging ratlines (on the starboard side of the mizzen), and the main is nearly complete to starboard and half done on the port side. Further fitting of cordage ratlines went ahead in the topmast shrouds and on the foremast. The lower ends of the forestay and fore topmast stay were dressed up with "homeward bound" serving as a temporary measure. Dodge, Davies, and Freas were back on Sunday for a further push.

Lembke's gang got on with the hoisting in of ship supplies from the wharf in preparation for moving out of this berth. Mr. McCarty once again ran the crane and did the lifting. Two men ran electric sanders dressing down the poop railing, Bill

Mills spelling them at the job. Frank Easherton painted blocks, and Stan Bradshaw rigged the spray gun and got the best part of the fo'c'sle painted out. Max brought over Mr. Walter Nichols of D. N. & E. Walter & Co. and his wife -- they measured up the plush cushions in the saloon, Captain's cabin, and charthouse for a contribution of red and green velvet for a new upholstering job.

WORK AHEAD:

For the Shipfitters and Welders: There will be work for three shipfitters and three welders on Saturday, paired off four to fitting up interior screens, one shipfitter and one welder to work overside from a float. A survey last Saturday showed that there are four small holes to be patched on the port side, eight to starboard. There is a large, steady float on hand to work from.

For the Shipwrights: With fitters and welders on hand, it should be possible to weld studs inside the door frames to receive and secure the door jambs.

For the Painters: 'Tween decks to be painted out. Preparations to be made to paint topsides.

For the Dodge Gang: As the ship will shortly be shifted to a berth on the other side of the estuary to complete repairs, it is necessary to get the spars aboard that are now on the dock. Bill Mills suggests that the best method will be to cross the six heavy yards in their proper position on the mast, using the six gantlines that are aboard as jury braces. The lower yards can be cock-billed and the lower yard arm lashed to the shrouds. The topgallant and royal yards can be loaded on deck.

For the Lembke Gang: Continue sanding of poop rail. Paint out fo'c'sle and interiors of deck house. Load rigging spools on dock.

For the Operating Engineer: Because of the need to cross the yards, a crane operator both morning and afternoon would help the job along.

CONTRIBUTIONS:

Phoenix Iron Works, 2nd & Castro Sts., Oakland

Mr. Sam Russell, President of this long established iron foundry, offered the facilities of his shop to produce 54 ornamental stanchions to our pattern and 54 base castings. These old-fashioned standards will support caption panels in various parts of the ship. Mr. Russell not only supplied the foundry-work but the iron as well -- a ton and a half of it. The donation by this firm is in excess of $750 cost to them.

Coastal Marine Engineering Co., 298 Steuart St., San Francisco

Drilled and tapped these standards and bases for assembling; a full day's work in their machine shop.

Pacific Ship Repair, Inc., Pier 36, San Francisco

This firm donated a check for $500 toward repairs on the PACIFIC QUEEN earlier in the year, and now they have made an additional contribution, amounting to $240 worth of work in their shop, bending up the pipe frames for screens on board.

Waldron, Duffy & Smith, 941 16th St., San Francisco

Contributed ten gallons of "Nitrose", a special rust preventative composition, for painting the mild-steel bar ratlines.

Marine & Ship Supply Co., 390 Jefferson St., San Francisco

Jack Johnson has added 2 coils of 18-thread sisal cordage, 60 pounds of houseline, and 40 pounds of seizing wire to his already generous contribution of chandlery supplies.

See you on the 30th of April.

Karl Kortum

Karl Kortum

KK:fs

cc: Captain T. C. Conwell
Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett O Moore's
Neal Johnson - Moore's
H. Gallagher - San Francisco Maritime Museum Assn.
M. Lembke -do-
R. Mayer -do-
W. Mills -do-
D. Nelson -do-
S. Walton -do-
J. E. Cushing -do-
Scott Newhall -do-
Alan Villiers, England

May 4, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis C. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 35

For many months now Bill Dodge has been piloting a bus loaned by the Matson Navigation Company across the Bay Bridge each Saturday morning. In the back are a gang of ex-sailors, mates, captains and riggers who find a day's work on the sailing ship congenial and evocative of the good old days of "Lee fore brace!" -- they don't particularly mind no pay day. The regulars are Sollie (of the Norwegian ship MARITA), Raymond (schooner ALBERT F. PAUL), Larson (GLORY OF THE SEAS, etc.), Svedstrup (BRENDA, JOHN [illegible], etc.), Taylor (PAMIR), Swanton (Red Stack tugs), and Aker (Matson steamers). In Alameda they are joined by Nelson, who drives down from Vallejo, Grueland from Richmond, Fountain from Berkeley, Bloomfield from Oakland, and Davies from San Leandro.

These men are the solid core of what these weekly reports describe as "Bill Dodge's gang." There are also two or three times this number who aren't able to put in an appearance Saturday after Saturday -- these reserves usually provide from three to a half dozen extra men. Bill keeps his organization informed and knit together with a weekly news letter that urges the regulars on to new efforts and castigates the stay-at-home's.

Bill Dodge is Security Coordinator for the Matson Company; he is also a ship master who came aboard through the hawse pipe and worked his way up to a command. He visited the museum one day last fall and offered to organize a group of men to overhaul those parts of the rigging that we could not otherwise afford to repair. For months his gang has tediously replaced frayed serving, and when that was done they fitted ratlines so that it would be possible to climb to the mastheads.

Last Saturday they used these aerial ladders that they had created to get aloft and accomplish a more demanding kind of rigging work. The crane lifted the mizzen upper topsail yard and the main lower topsail yard, and the Dodge gang secured them in place, leaving off lifts, braces, and preventers as necessary. Next Saturday they intend to cross the remainder of the heavy steel yards. That will make the square rigger as square as when we bought her, but everything strong, new, and overhauled aloft, no Marrah's nests or Irish pennants.

The old ship can count herself lucky that Bill Dodge came along when he did and put together such a cheerful and competent group of supporters.

WORK DONE:

Ernie Lechandro and Ernie De Silva came down to give us a morning's help welding and burning despite having just come off the swing shift a few hours before. They worked

with Shipfitter Fred McWilliams and helper Marty Lange shaping up a division screen in the starboard side of the fo'c'sle. A section of plate was temporarily trimmed off one side of the half-deck door so that a stove-refrigerator-sink unit that Max Lembke has been dickering for can be slipped through the doorway.

Max had thirteen men scattered onto various tasks, mostly in the painting department. He and Stan Bradshaw broke out the long-awaited black paint and working from the painting float produced a transformation about the bows. The great, unrelieved mass of red lead that has been familiar for several months now starts to break down into broad stripes and rows of ports. The BALCLUTHA is in ballast, showing a great deal of side, and this old-fashioned paint scheme is going to materially break up this are

Additionally, men from the Lembke gang painted out part of the fo'c'sle, painted bulk heads, lockers, and overhead in the shipkeeper's quarters, the carpenter shop, the galley and half-deck. The molding around the midship house was smoothed and painted. Bill Mills made progress on the poop rail with a power sander, and Harry Dring made u of the crane to hoist in spools of rigging wire from the dock.

Mr. McCarty, the Operating Engineer, made a point of staying into the afternoon until the main lower topsail yard was hoisted into place and secured.

WORK AHEAD:

For the Shipfitters and Welders: Three shipfitters and three welders are going to be needed for the next five or six weekends to bring to a finish the steel work. This consists of three operations -- assembling screens, a round-up of a dozen or so small patches on the hull, and putting together the railings around the various entry and exit ladders in the 'tween decks and hold.

For the Shipwrights: Stan Flowers passes the word that he is building the remainder of these ladders this week in his shop and intends to tackle both the installation of door frames and these ladders next Saturday. These are the only two sizeable jobs left for the Shipwrights.

For the Painters: All paint is on hand; help is needed with both brush and spray gun.

For the Dodge gang: Bill and four other men from his crew went over Sunday to lay the preparations for next Saturday's work. The heart of the matter is getting the four remaining steel yards aloft; this calls for reeving off one lift purchase and several braces, as well as sending the tye chain aloft for the fore upper topsail yard.

For the Lembke gang: Max had developed a painting schedule for next Saturday; the other job that has to be wound up is hoisting in the remainder of the ship's gear on the dock.

For the Operating Engineer: Lou Solari came by on Saturday and has offered to arrange for a crane operator to be on hand for whatever time it takes to hoist the four yards.

See you on the 7th of May.

Karl Kortum

KK:fs

cc: Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - SFMMA
M. Lembke - SFMMA
R. Mayer - SFMMA
W. Mills - SFMMA
D. Nelson - SFMMA
S. Walton - SFMMA
J. E. Cushing - SFMMA
Scott Newhall - SFMMA
T. C. Conwell
Alan Villiers, England

May 11, 1955

TO:

A. F. Bartholomew	W. S. Dodge	C. A. Rasmussen
Bob Brightman	Mario Grossetti	George San Facon
Al Brown	Stan Lore	William M. Smock
Charles Cox	Leslie K. Moore	Louis C. Solari
		Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 36

"How does your garden grow? With silver bells and cockle shells and belaying pins all in a row. . . "

The white painted house located on a tree-lined street in New England is the traditional home of the American sea captain. Duringthe months that the PACIFIC QUEEN has been refitting, we have learned that this idyll had its Western counterpart in the island of Alameda. Jack Dickerhoff, who made up the rigging for the ship, was born and raised here, and the sea captains who inhabited the neat, gingerbreaded houses must have been his boyhood heroes. "That house is where Jack Larson lived, who lost the STAR OF POLAND on the coast of Japan; here is Sorenson's house -- he was captain of the full-rigged ship TACOMA" -- Jack can name dozens of them.

Last Saturday his one-time neighbor from across Pacific Avenue, Rudy Foard, walked down to the ship (as many Alamedans of sailing ship extraction have done during the months we have been lying at the foot of Schiller Street) and offered us the belaying pin borders around his flower beds. Sure enough, upon driving up to his house, here were some forty-five galvanized, never-used belaying pins stuck into the sandy soil as a border to a garden path. They are the remainder of the stock of Foard & Barstow, ship chandlers on Drumm Street. This firm in turn was descended from Simpson, Anderson & Foard, whose several-storied chandlery on East Street (the old name for the Embarcadero) went up in especially hot flames during the earthquake when the fire reached the linseed oil and Stockholm tar stored in the basement.

Last Saturday, Rudy helped uproot the belaying pins from his garden and load them in the back of the station wagon. No sailing ship can be without them, and the PACIFIC QUEEN is running short as more and more cordage is rove off. The last sailing ship to call on this unusual source of supply was the STAR OF GREENLAND, when she was sold and refitted as the Swedish schoolship ABRAHAM RYDBERG in 1930 and sailed off around the Horn with barley for the makers of Guinness stout.

WORK DONE:

R. P. Mena and L. C. Long of Local #681 were on the job early with Herman Mitchell who laid out the day's welding. Hegard from Shipfitters #9 teamed up with one of these men and, working from the float, fitted four patches about four feet above the waterline to starboard. The other welder worked with Harlan Sceten making up a division screen in the port side of the fo'c'sle. These men carried on until after four in the afternoon and turned out a great deal of work.

Seven shipwrights from Local #1149 tackled doors and door jambs; these have been made up in Stan Flowers' shop and the ticklish job of fitting them in the openings

in the deckhouse and fo'c'sle bulkhead has now begun. Additionally, the shipwrights completed cabinet work in the shipkeeper's room and in the galley.

Bill Dodge's gang arrived early, and after limbering up by loading some of the lighter wooden yards on deck, turned to on the serious matter of crossing the big steel yards in position on the masts. This calls for careful slinging so that the ironwork on the yard marries properly into the ironwork on the masts. The weight of the largest yard sent up Saturday is five tons, so that there is very little persuading if the rigging for the hoist is wrong to start with. Bill's men went about it expertly, and the main upper tops'l, the fore yard, and the fore lower tops'l were all up before the day's work ended in a rain squall.

Max Lembke's men went about their varied duties: painting out deckhouse interiors, painting blocks, scraping the poop rail, hoisting in supplies, shifting the welding float. Stan Bradshaw, Max's spray painter, did not come Saturday because of the rain, but he and Max made use of the sunny Sunday following to get on with the black paint along the starboard side.

Louis Solari provided an Operating Engineer who stayed into the afternoon until the last yard was in place.

WORK AHEAD:

For the Shipfitters and Welders: Three shipfitters and three welders working for four more Saturdays should wind up the steel work for once and for all. Four more patches are needed on each side of the hull, division screens to be fitted and welded.

For the Shipwrights: Program for this Saturday is to open up the main hatch right to the sand ballast and start installation of necessary access ladders, as well as to continue fitting doors and jambs.

For the Dodge gang: Bill intends to cross the last steel yard, and then paint all three topmast and lowermasts with mast color. Some men will work rigging the tops'l downhauls and others start scraping the marine glue from deck seams in readiness for Barberizing.

For the Lembke gang: Max has a full painting schedule worked out, and the remainder of the gear on the wharf has to be loaded.

For the Operating Engineer: A crane operator who could stay into the early hours of the afternoon would be an assist on the last work day at the present berth.

For the Electricians: Supplies will be on hand so this work can begin.

SHIFTING SHIP:

Bill Mills has developed a very generous offer on the part of the Gilmore Steel Co. to let us use their berth on the other side of the Estuary near the foot of Adeline Street, for no charge, while we complete the outfitting of the ship. This comes on top of their supplying gratis every piece of new steel that has gone into the ship over these many months. The tugs are called for nine o'clock on Monday morning, so Alameda, farewell! you've been a good home.

See you on the 14th.

Karl Kortum

Copies to:
Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
R. Gallagher - SFMMA
M. Lembke - SFMMA
R. Mayer - SFMMA
W. Mills - SFMMA
D. Nelson - SFMMA
S. Walton - SFMMA
J. E. Cushing - SFMMA
Scott Newhall - SFMMA
Alan Villiers, England
T. C. Conrad

May 18, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis G. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report #37

The greatest literary champion of the 19th Century sailing ship is the English writer, Basil Lubbock. In his "Last of the Windjammers" Vol. I, Lubbock points out: "If the iron clippers of the '70s were perfect examples of the shipwright's art, the medium clippers of the '80s were in no way behind them. The latter were indeed beautiful specimens of the windjammer, they were splendidly sparred and kept up like yachts....." This raises the tantalizing question: does BALCLUTHA, launched in the mid-80s, qualify for the description "medium clipper"?

The term "clipper" is loosely used all too often, and a maritime musuem should be the last to sanction this carelessness. Our ship is not a "clipper" or a "clipper ship" they are older types and sharper of hull. But the fact that during the 24 years that the PACIFIC QUEEN sailed for the Alaska Packer's Association (as the STAR OF ALASKA) she was the most consistent passage maker in the fleet (and that against the medium clippers STAR OF FRANCE, STAR OF RUSSIA, and STAR OF ITALY) makes the honorable title "medium clipper" a possibility.

This became a strong suspicion on Monday morning when the tugs hauled her clear of the shipyard wharf and poised her in the stream. All the work that has gone into her restoration was on display (she is about 85% complete), the yards were squared, the rigging renewed. For the first time in twenty years the hull was free of scale and smoothly painted. As the tugs turned her on the limpid surface of the Estuary, the sun accented the slight tumble-home of her topsides and threw shadows into the hollows under her bow and stern. If these are hollow enough she qualifies as a medium clipper. This can't be determined, of course, until her lines are taken off at some future date and compared with characteristic medium clipper lines.

PACIFIC QUEEN's appearance as she moved off down Oakland Creek, all grace and dignity makes her a strong contender.

WORK DONE:

Three Shipfitters from Local #9, and two Welders from Local #681 put in a good day's work. Four more patches were put on overside, working from the float, and a number of door openings altered larger or smaller to accommodate the door frames that the Shipwrights were fitting into place.

Six Shipwrights from Local #1149 worked at the door frame job. Leon's method on this is to weld studs all around the inside of the door opening, and then slip the frames from the Flowers shop over them. Additionally the Shipwrights carried on with cabinet work inside the shipkeeper's room.

Bill Dodge's gang crossed the last of the steel yards, painted down the main and mizzen topmasts, loaded the hoisting engine loaned the ship by Pacific Stevedoring &

Ballast Co., and got started scraping marine glue from the deck seams. Sixteen men were at work on Saturday in Bill's department, four returned on Sunday to work on the main lower shrouds, and a half dozen returned Monday to shift the ship. Bill reports 1687 man-hours put in by his group so far, an impressive total.

Max Lembke's gang was under the gun in the matter of loading up the remainder of the ship's gear on Saturday and Sunday, last chance to use the crane. A large number of spools of wire were still on the wharf, some of them weighing several tons, and additionally, three yards of gravel for surfacing in the main hatch had arrived and needed shoveling into skips. While Dodge was busy with one crane on the foremast, Healy-Tibbetts dredger was persuaded to maneuver closer and make a couple of hoists out of the main hatch with wire slings attached to its clamshell bucket.

Max, Harry Dring, and several more men returned on Sunday and the Operating Engineers again provided a crane driver so that the remainder of the hoisting in was buttoned u

WORK AHEAD:

For the Shipfitters and Welders: Shipfitter Hegard says that the best way to attack several holes abaft the stempiece is to put a plate over them the width of a whole strake of plating, so this has been ordered. Additionally, there is a good bit of light fitting, welding and burning connected with the assembling of screens and fitting of doors, so three shipfitters, two welders and a burner will have their hands full.

For the Shipwrights: Fitting of ladders and doors to continue.

For the Dodge gang: Next Saturday will be devoted to detail work in preparation for sending up the t'gallant yards on June 4 and the royal yards on June 5.

For the Lembke gang: Max intends to press ahead with the painting, exterior by spray, interior by brush.

For the Electricians: Supplies will be on hand so this work can begin -- it was impossible for the necessary materials to be rounded up last week.

NEW BERTH:

The ship can be reached by taking the overpass at the foot of Adeline Street in Oakland and entering the premises of the Oakland Dock & Warehouse Company. The Gilmore Steel Company slip where we are given free berthing consists of one side of the eastern O. D. & W. Company pier.

See you on the 21st of May.

Karl Kortum

Karl Kortum

Copies to:
Captain John Rankine, Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - SFMMA
M. Lembke - SFMMA
R. Mayer - SFMMA
W. Mills - SFMMA
D. Nelson - SFMMA
S. Walton - SFMMA
J. E. Cushing - SFMMA
Scott Newhall - SFMMA
Alan Villiers, England

May 26, 1955

TO:

A. F. Bartholomew	W. S. Dodge	C. A. Rasmussen
Bob Brightman	Mario Grossetti	George San Facon
Al Brown	Stan Lore	William M. Smock
Charles Cox	Leslie K. Moore	Louis G. Solari
		Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 38

The ship is a couple of miles nearer the sea in her new berth, the salt wind blows upon her, other ships come and go, she is restless at her moorings. Well, the moment of emergence is near.

It is to everyone's credit that work went ahead full tilt Saturday. Shifting ship did not break the pace, we never lost a beat. Moore's hooked up water and electricity for us during the week and loaned a spray painting outfit, Todds loaned a pair of diesel driven welding machines, we rented a burning outfit -- and everything was set to go. Forty men turned out and went to their different tasks and at the end of the day left the ship that much nearer to completion.

WORK DONE:

Hegard, McWilliams and Angelo Ambrose were on hand from Local No. 9 to look after the shipfitting and we had a good bit of it to get done. Joe Nobriga brought down Jesse Perez and P. J. Sande from Local No. 681 to work with them on the welding and these men stayed at it until late in the day. Plates were fitted and welded to the stanchions in the lower hold to support a retaining box for the gravel surface there, margin plates welded in place alongside a couple of the deckhouse doors, the lamp locker door opening cut to size for the door frame, necessary studs welded in place for a number of door frames, a division screen made up and assembled inside the charthouse.

The Shipwrights made good progress on two fronts, down in the hold fitting the retaining box mentioned above and bolting more door frames into place. The frames are a product of the Stan Flowers shop; Leon and his men seated each one in Hydroseal and drew them into place with nuts run up on the studs -- a nice job.

Bill Dodge solved a problem for us by bringing over a barberizing machine and going to work on the decks with a solution of sand, tri-sodium, and fresh water. The problem was the grime of many years ground into decks that were tarred to start with during the ship's Alaska Packer's era -- tarred but never holystoned. As a result they looked so black that the effect of a wooden deck was entirely lost. Not so after Bill got through with his electric machine on Saturday -- the poop was once again wood, and a fine, mellow tone at that.

Additionally, the Dodge gang ran extra mooring lines, set up the main and mizzen topgallant shrouds, and carried on with rattling lower and topmast shrouds on the foremast. Bill Mills and Scotty Bloomfield set up two of the headstays.

Les Moore came to Max Lembke's rescue on the painting of the ship and was welcomed back -- Les' union has been tied up on Saran work during the past couple of months. He brought a painter with him from Local No. 1176 who worked during the morning and

instructed Frank Eatherton in the use of the equipment, so that painting was carried on all afternoon, the deck house was painted right around. Harry Dring took a gang down into the 'tween decks and started putting that area in order.

Scott Newhall made a start on the electrical work with the help of Bob Wright and three other men from Local No. 595. Louis Ets-Hokin has donated the conduit, cable, switch boxes and other fittings for this initial phase of the work.

WORK AHEAD:

For the Shipfitters and Welders: Make up angle iron framing for division screen in lower hold and in 'tween decks. Cut away section of main hatch coaming to accommodate new ladder into 'tween deck. Make up portable division screen for saloon and screen for pantry.

For the Shipwrights: Stan Flowers intends to make up the main hatch ladder in his shop during the week. When this is fitted in place, the burner can make the necessary cuts in the coaming. Leon Fong has a number of door frames to fit in place.

For the Doge gang: Bill is taking a well earned vacation, before taking a deep breath and crossing the topgallant and royal yards. While he is away his gang will mark time by rattling down, setting up the topgallant shrouds and setting up the final head stay.

For the Painters: Les Moore is rounding up a crew to light into the 'tween decks for a second coat of primer and a clean-up of the painting situation down there.

For the Lembke gang: Max has stocked a number of extra brushes this week and intends to turn his boys loose hand-painting interiors. He has had Frank Eatherton spray painting bulwarks during the week.

For the Electricians: We will have a welding machine back on the job by Saturday so that the necessary clips, etc. for conduit can be tacked in place. An extra burning outfit is being rented so there will be no hold-up in cutting holes as necessary.

See you on the 28th of May.

Karl Kortum

KK:cb
cc: Captain John Rankine - Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Callagher - S.F. Maritime Museum Association
M. Lembke - " " " "
R. Mayer - " " " "
W. Mills - " " " "
D. Nelson - " " " "
S. Walton - " " " "
J. E. Cushing - " " " "
Scott Newhall - " " " "
Alan Villiers - England
T. C. Conwell

June 1, 1955

A. P. Bartholomew
Bob Brightman
Al Brown
Charles Cox
W. S. Dodge
Mario Grossetti
Stan Lore
Leslie K. Moore
C. A. Rasmussen
George San Facon
William M. Smock
Louis G. Solari
Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 39

continue to receive communications from different parts of the world filling in background of our ship. The son and daughter of Captain J. W. Morrell (who command of her in 1891 at the age of 27) have been discovered to be living Yarmouth, Nova Scotia; and an A.B. who shipped across the English Channel on "by the run" in 1898 reports that she was "a hard working ship and the food on a low scale."

of the interesting accounts to turn up is by C. Johansen who sailed as mate in when she was the STAR OF ALASKA; it casts further light on C. A. Halvorsen, her remarkable captain under the swallow-tail house flag of the Alaska Packer's sociation.

nsen writes: "It used to be an old saying amongst the men sailing with Captain lvorsen that he handled his ship like it was a fishing boat or a sailing yacht. ll, I was with him, and have been with a good many shipmasters in my sailing days can't recollect of being with a man with more confidence in himself as well as the ship he had to command. He told me once, when I touched upon the subject of handling of his ship, and these were his very words: 'It did happen a few times t I got caught with my pants down, but will have to admit it was my own fault and the ship's.' Yes, Captain Halvorsen was proud of the STAR OF ALASKA, and didn't nk there was a better one in the fleet."

hansen describes Halvorsen sailing her through the Golden Gate on the night of ober 13, 1920, just 10½ days out from the Chignik cannery, a full load of canned mon aboard:

..when it was getting dark, the wind having hauled more to the westward when we ssed the San Francisco light-vessel, we braced yards again and headed her in for Golden Gate. While sailing in through the main channel, all hands were called deck, and the royals were furled as well as the mainsail. While we were on the ds furling the sails, a Red Stack towboat came up and reported he was sent out the company to pick us up and tow us in. Our Captain shouted back to him, for to stand by us while we were under sail.

will never forget that night. While the smoke was belching from the stack of the boat, which of course was trying the best she could to keep up with the ship, ptain Halvorsen was close by the helmsman giving steering orders as the ship ed through the Gate. At the same time he ignored all steamer lights or whistles around us, knowing full well that as long as our side-lights were bright we had right of way.

e mate became a little uneasy, they were shouting at us from the ferry boats, and went back to the poop to ask Halvorsen about shortening down. But Halvorsen just tinued to smoke his cigar and told the mate to get back to his station on the castle head.

"Inside the Gate, we started to get the sails off her in a hurry, and were just about abreast of Alcatraz when the wind died out and the towboat passed her hawser. We were on the yards furling the sails in harbor fashion, and it was about 11:00 P.M. when we dropped her mudhook on Mission Flat, 10½ days out from Anchorage Bay. A bunch of us Alameda residents, including Halvorsen himself, managed to make the midnight ferry home to Alameda."

WORK DONE:

This week Local #6 supplied three welders and burners for Saturday's work and Joe Mobriga was on hand to get them squared away. We increased the number of cutting torches to three, and Todd's had the two welding machines back, so a good day's production resulted. Hegard from Local #9 was on hand, and Harlan Soeten doubled as a shipfitter.

Two division screens were made up and burning and welding done as necessary to help the electricians and shipwrights get on with their particular tasks. For instance, holes were burned for conduit through every deck beam from the fore rigging back to the after end of the midship house.

The Shipwrights concentrated on the remainder of their door jambs, and with the fitting of these frames in the lamp locker and water closet doorways this job will be complete.

The painter who gave us a hand a week ago Satruday was Lee Pitman from Local #961. Last Saturday S. Trujillo from Local #1176 and Les Moore himself plunged into the lagging paint problem in the 'tween decks. They worked all day at it under the unpleasant condition of not having sufficient ventilation. By late afternoon three-quarters of the ship's side down there was painted out with white enamel. A big step forward.

Another big stride was taken in Scott Newhall's department when six electricians from Local #6 and one from #595 turned out strong. A lead-in was put in the bulwark forward just under the gangway, conduit leading forward to the former lamp locker, a master switch here, conduit leading through and under the deck back to the half-deck (where the ship's office will be located) and up to a control switch.

Bill Dodge was away this weekend on a vacation and so Sollie and Raymond were the pushers in the rigging department. The fore royal stay was set up, the lower port chain shroud fitted on the bowsprit, the main t'gallant halliard sent aloft and rove off, ratlines fitted on the fore futtock shrouds, more of the poop deck barberized, the main shrouds tarred down, and a staging rigged to paint the figurehead.

Max Lembke had his men split up between painting interiors, helping Les Moore and Trujillo, and bringing some order to all the heavy stores stowed in the 'tween decks. Max was back on Memorial Day working with Frank Eatherton painting the bulwarks and ports on the port side.

WORK AHEAD:

For the Ship Fitters and Welders: Make up angle iron framing for division screen in lower hold and in tween decks. Cut away section of main hatch coaming to accommodate new ladder into 'tween decks. Make up portable division screen for pantry and midship house doors.

For the Shipwrights: Complete fitting of two final door frames. Fit ladders in main hatch so that Bethlehem Shipyard can measure up for necessary railings.

For the Painters: Carry on with 'tween decks so that a flooring crew can move in and re-surface this area.

For the Electricians: Carry on as planned.

For the Dodge gang: Make ready to send t'gallant yards aloft.

For the Lembke gang: Carry on with interior painting.

CONTRIBUTIONS:

Ets-Hokin & Galvan Co.

Mr. Ets-Hokin is not only one of the guarantors on the note that provided the funds to buy the ship, but he has generously loaned the special tools necessary for a ship wiring job and has donated the switch panels, conduit, wire, etc., necessary to get the job off to a start -- better than a third of all the electrical supplies needed.

Charles A. Langlais Co., Electrical Contractors

This firm has donated wire, conduit, fittings and the like to the electrical job to a value of between $200 and $300.

The following substantial contributions were engineered by Max Lembke who has been described by one of his insurance clients as the "highest-pressure low-pressure salesman" he has ever experienced. It is helpful to have these talents working in behalf of the ship:

D. N. & E. Walter Co.

Fifteen yards of red velvet to reupholster the cushions and furniture in the after quarters -- at approximately $15 a yard.

Wesix Electric Heater Co.

A brand new 30-gallon electric hot water heater for the shipkeeper's room.

Schlage Lock Co.

Twelve sets of brass hardware specially cast to duplicate the original fittings found on the midship house, fo'c'sle, and lamp locker doors. Five different pieces to each set -- a total of sixty castings that will be finished and antiqued before Schlage delivers them.

See you on the 4th of June.

Karl Kortum

Karl Kortum

mfs

Captain John Rankine - Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - SFMMA
M. Lembke - SFMMA
R. Mayer - SFMMA
W. Mills - SFMMA
D. Nelson - SFMMA
S. Walton - SFMMA
J. E. Cushing - SFMMA
Scott Newhall - SFMMA
Alan Villiers - England
T. C. Conwell

June 8, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis G. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 40

The wreck of the BALCLUTHA:

On a misty night in 1904 the BALCLUTHA was approaching the coast of Alaska with a cargo of cannery supplies in her hold, nearly 100 men on board, and sheep and cattle in pens on deck. Towards midnight she struck the rocks off Geese Island -- the Captain was forty-five miles north in his reckoning; he had been making for Chirikof Strait.

There was no loss of life, but the ship was so hard aground that four days after she went ashore she was disposed of by the insurance underwriters to an agent of the Alaska Packers Association for a mere $500. (The Alaska Packers had her under charter from the Puget Sound Commercial Co., i.e. Pope & Talbot Co., at the time she was wrecked.) The Association had sufficient cannery stations, steam tugs, and men in this part of Alaska that they felt there was a reasonable chance of salvaging the ship.

Captain Gust Green and a gang of men from Karluk took charge, discharged her cargo into lighters, filled the hold with empty barrels for buoyancy, and four months after she went on the rocks successfully floated her off. This was accomplished by lashing lighters alongside at low tide and towing her off at high water.

After further repairs made at anchor in Alitak Bay, Captain Green felt the ship was seaworthy enough to sail to San Francisco. However, the first night out the temporary patches on her hull started to leak and three feet of water were found in her hold. The second day she met with a fresh gale, took a heavy list to starboard, and the leak started to gain on the pump, although this was rigged to the steam donkey engine. On the third day the crew refused to take her any farther, and Captain Green was forced to return to Alitak Bay for the winter.

The following spring Captain Nicholas Wagner and a salvage crew was sent north from San Francisco on the Bark LEVI G. BURGESS. They brought with them a plentiful supply of lumber, sheet lead, bolts, tools, and other salvage equipment. Upon arrival at Alitak they beached the BALCLUTHA, and at low water sunk "deadmen" in the sand on her offshore side. Heavy tackles were made fast to these and to the ship's mastheads and the vessel was careened, thereby exposing a series of damaged bottom plates extending along the port bilge from fore to mizzen masts. Taking advantage of the low tides to dig holes in the gravel under the ship, and working up to their waists in water, the salvage crew drove out the broken rivets and replaced them with bolts to draw the edges of the plates together. Able to work only at low tide, they stopped the bigger gaps with baulks of soft pine, and caulked around them with sheet lead, canvas, and white lead.

A steam pump was installed in the 'tween decks and a donkey boiler to power it on the deck above, alongside the mainmast. One month after repairs began, the BALCLUTHA was pumped clear of water and anchored in deep water. Ballast was taken aboard, the upper yards sent up, and two weeks later Captain Wagner set sail for San Francisco. The ship made very little water on the passage down. Upon arrival, BALCLUTHA was drydocked at the United Engineering Works and fully repaired. When she went north again the following year she was no longer BALCLUTHA, but STAR OF ALASKA, a name she carried for twenty-four more years of successful voyages to the north for the Alaska Packers Association.

Captain Wagner turned her over to Captain Halvorsen, described in last week's report, in 1907. The following year Captain Wagner lost the STAR OF BENGAL on Wragell Island with a loss of over a hundred lives. His daughter, Joan Lowell, wrote a best-seller of the 1930s, "Cradle of the Deep", describing her childhood on her father's ships.

WORK DONE (Or the BALCLUTHA's salvage 50 years later):

Local 1330 of the Welders this weekend supplied Henry Goslin and Jack Sanders, and we kept them busy. George Hegard and Donn Shannon represented Local #9 and good progress was made on division screens and a framework for screening in the lower hold.

Dick Camplis was sent over by Les Moore and he spent a long day in the 'tween decks with spray gun and completely undercoated the overhead in the museum area.

Two electricians from the East Bay Local #595 and two from the San Francisco Local #6, put in a big day's work on the wiring. In midweek the four Wright brothers, Bob, Sam, Mike and Jim (some belong to #6 and some to #595) worked for four hours on Wednesday evening, and Sam worked on Thursday.

Bill Dodge's gang painted the foremast from truck to deck, fitted wedges around the main topgallant mast and set up the standing rigging, and then proceeded to send aloft and cross the main t'gallant yard, which is the best sight yet. Bill also found time to burn away some forty coats of paint on the port side of the figure-head.

Max Lembke's gang was augmented by Cadets Burton, Durst, Pyles, and Gann from the California Maritime Academy at Vallejo, so one contingent worked on deck, painting, and another in the 'tween decks, stowing coils of wire under Henry Dring's direction.

WORK AHEAD:

For the Ship Fitters and Welders: Complete frames for screens now under way. Weld small patches above waterline to starboard. Weld patch under bowsprit.

For the Shipwrights; Complete ladders and doors, as started.

For the Painters: Second coat 'tween decks, paint topsides.

For the Electricians: Carry on, as started.

For the Dodge gang: Bill plans to send up the main royal yard, the mizzen topgallant and royal yards, and the spanker gaff.

For the Lembke gang: Max has a full sized painting program laid out on all areas of the ship.

See you on the 11th of June.

Karl Kortum

Karl Kortum

KK:fs

cc Captain John Rankine - Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - SFMMA
M. Lembke - SFMMA
R. Mayer - SFMMA
W. Mills - SFMMA
D. Nelson - SFMMA
S. Walton - SFMMA
J. E. Cushing - SFMMA
Scott Newhall - SFMMA
Alan Villiers - England
T. C. Conwell

June 16, 1955

TO:

A. F. Bartholomew	W. S. Dodge	C. A. Rasmussen
Bob Brightman	Mario Grossetti	George San Facon
Al Brown	Stan Lore	William M. Smock
Charles Brown	Leslie K. Moore	Louis G. Solari
		Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 41

Last weekend's heroes were the painters, led into battle by Les Moore with logistical support from Max Lembke. We don't know what Les' emotions were as he grimly worked his spray gun from a wind-blown, wave tossed paint float (and then came back on Sunday for more), but the gap between love and hate for the old ship must have been small at times. Local #1176 has worried over these ancient steel plates since last August; it is thanks to them that the present painting is not a mockery, but a real job starting out with a sandblasting fore and aft, both sides.

Les had two painters besides himself on Saturday, and four on Sunday. Stan Bradshaw from the Muni shops helped both days. Max Lembke spent a persuasive week on the telephone organizing for the big push, and as a result M. Williams & Sons, Inc. of Oakland had a compressor ready on Saturday morning, four spray guns, and two men to get this equipment into operation. Max had a small army of helpers on hand to tend lines and generally see that nothing interrupted the flow of paint through the hoses and onto the hull. By Sunday afternoon we had a gray ship instead of an orange one, set off with black bulwarks -- two coats of color over two coats of red lead.

OTHER WORK DONE:

Joe Nobriga reached all the way up to Napa and brought down three welders from Local #681; they teamed up with three of our regular fitters from Mario Grossetti's Local #9, and produced a fine day's work. Hegard laid out and got well started with the expanded metal bulkhead across the 'tween decks. McWilliams worked with the Shipwrights, manufacturing large padeyes to their order to secure the ladders leading into the 'tween decks and hold. Donn Shannon laid out the necessary templates for a doubler under the bowsprit. Additionally the welders cut away doorway margins to receive door sash in the midships house and in the locker forward, and helped Soeten hang a division screen in the pantry on hinges.

The Shipwrights drove up in the Stan Flowers truck with the large ladders for the main hatch all ready to install. Stan's men had turned them out in the shop during the week. The ladders were swayed aboard with the yard burtons, and Leon Fong turned to with Burns, McGray, and Beckstrom to get them into their permanent position.

Bill Smock provided the ship with three electricians, Sam Wright, Jose McLean, and J. W. Steekelburg; they descended into the 'tween decks and pushed on with the very thorough electrification job that the old ship is receiving.

For the second Saturday a new craft has arrived on the scene. A week ago, Reed Stoney, Vice President of the International, and Peter Bavei, Business Agent for the Upholstere Drapery, Shade & Canvas Workers Union, Local #3, brought a crew of men over to remove

the ancient plush upholstery from the after quarters of the ship. Last Saturday this local returned nine strong with the cushions and upholstery completely recovered with 27 yards of plush provided by the D. N. & E. Walter Co. This crew made short work of installing their handiwork in saloon, captain's cabin, and chart room.

Bill Dodge and the efficient rigging organization he has put together over these many months quietly went about their work and at the end of the day the main royal yard was crossed for all to see. This spar hasn't been up there since the ship left Long Beach, where it probably wasn't missed. Bill has the mizzen topgallant yard ready to shoot up next Saturday, and none of these yards are going aloft without first carrying out a seamanlike job of wedging the masts and setting up the backstays.

WORK AHEAD:

For the Shipfitters and Welders: Push ahead with expanded metal bulkhead across the 'tween decks, build up angle iron framing for screen in lower hold, fit screen frames to three midship house doors, tack doubling plate under bowsprit.

For the Shipwrights: Secure ladders, fit last two doors.

For the Painters: Carry on with outside of ship as planned.

For the Electricians: Carry on as planned.

For the Lembke gang: Clear up decks, paint interiors.

For the Dodge gang: Cross yards on mizzen, wedge and stay fore topgallant mast.

CONTRIBUTIONS:

M. Williams & Sons, Inc. (1246 20th, Oakland
Loaned air compressor, gassed up and ready to go, and four spray guns.

General Paint Corporation (2627 Army St., San Francisco)
Twenty-five gallons of red boot topping.

Minnesota Mining & Manufacturing Co. (320 Shaw Rd., South San Francisco)
2000 feet of masking tape and paper, and the loan of their Apron Taper machine to apply it.

American Can Co. (111 Sutter Street, San Francisco)
Empty cans for use in painting.

D. N. & E. Walter Co. (562 Mission Street, San Francisco)
An additional 12 yards of red plush, over the 15 yards already supplied.

Terminal Brass & Aluminum Foundry (415 S. Canal, South San Francisco)
This firm made the 60 brass castings, which Schlage Lock Co. in turn have machined and antiqued ready for fitting to the ship's exterior doors.

Buzzell Electric Works (130 8th, San Francisco)
2000 feet of 12 gauge TW electrical wire.

Mr. C. T. Struven (7 Front St., San Francisco)
Side of leather for mast collars.

See you on the 18th of June!

Karl Kortum

Karl Kortum

KK:cb

cc: Captain John Rankine - Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - S.F. Maritime Museum Association
M. Lembke - " " " "
R. Mayer - " " " "
W. Mills - " " " "
D. Nelson - " " " "
S. Walton - " " " "
J. E. Cushing - " " " "
Scott Newhall - " " " "
Alan Villiers - England
T. C. Conwell

June 23, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis G. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 42

Early in the morning, to quote the old sea chanty, Bill Dodge and his boys hoisted the mizzen topgallant yard aloft, and a little later they sent the royal yard up past that. The first went up with a gasoline winch, the second by the Armstrong patent. In mid-morning a Victory ship came down the river, and at noon the Red Stack tug had been tending her tied up at our wharf. Her crew wanted a look at the blossoming square rigger. The skipper of the Victory ship, they reported, had turned to the pilot as they went past with a knowing comment:

> "Look at those deep t'gallants; I wouldn't want to be fisting them on a winter's night off the Horn!"

At the other end of the ship, a half dozen painters from Local #1176 were working on the paint float under Les Moore's direction. As they shifted the float along, their handiwork was uncovered -- each square black port was set off with a band of white stretching along the ship's side. Max had selected just the right shade of grey for the next few strakes below the white band, and the effect is magnificent. Captain Svedstrup stood watching on the dock:

> "It's a long time since I've seen a port painted ship", he said.

At the end of the day's work, splicing, serving, and setting up backstays, Fingal Larson piled into the Matson bus, but not without a look back at the total effect:

> "You know, she's not just one more windjammer," said Fingal, who has sailed in a dozen or more. "This one here's a damn classy packet."

Thus spoke the connoisseurs.

WORK DONE:

Local #681 provided us with a pair of first class "combination men" -- both welders and burners -- and good progress was made building division screens. Harold Sommers worked with Ernie Adams in the lower hold and before noon the square of the hatch was completely framed in with angle iron. Dave Nelson worked with Ernie after lunch fitting reenforcing mesh to the framework and two sides were complete by knocking-off time. Reyes, the other welder, worked with Soeten fitting hinges and other hardware to the door screen frames. Before he was finished for the day, Reyes shifted to a cutting torch and burned out a section of main hatch coaming to accommodate the ladder to the t'ween decks.

Two electricians, Bob Wright and Cyril Osborne, were on hand from Local #6, and J. E. Steckelberg from Local #595, who was on board last Saturday, was back again. Scott Newhall and Bob Wright have been working on the electrical supply problem during the week, and Saturday they made a final survey and completed their inventory.

The painters from Local #1176 concentrated on that white band around the ship, a ticklish job of cutting in. The port bow was completed from the fore rigging to the figurehead, the starboard was completed clear back to the waist.

Max Lembke had a crew on hand to assist the painters, shift the float, etc. During the week Max had prevailed on M. Williams & Sons to again supply a compressor and paint guns for Saturday's work.

A contingent from Max's crew and from Bill Dodge's gang worked with Bill Mills and Harry Dring clearing gear off the decks and putting the 'tween decks in order. The big reels of wire down there are an eight man proposition and they were rassled into their final position forward of the screen bulkhead.

The Dodge crew sent up both yards on the mizzen and Bill turned to shortening the present lifts and making new ones to hold the yards square across the mast. Bill worked with a good assistant at the rigger's vice and turned out a wire splice every eighteen minutes. Meanwhile, another portion of his gang was working on the foremast, wedging the gallant mast and setting up backstays in preparation for crossing the final two yards there.

WORK AHEAD:

For the Shipfitters and Welders: Complete expanded metal bulkhead in 'tween decks, complete screening-in lower hold, fit doubling plate under bowsprit, complete screens in fo'c'sle, deckhouse and pantry.

For the Shipwrights: Complete fitting ladders in main and mizzen hatches, fit two final door frames, fit hardware to all doors.

For the Painters: Complete white band around exterior of ship.

For the Electricians: Carry on as planned.

For the Lembke gang: Assist painters, paint interiors and deck fittings.

For the Dodge gang: Move fore topgallant and royal yards into position for hoisting, rig spanker gaff, seize in fore topgallant shrouds and rattle down.

CONTRIBUTIONS:

Plant Ship Service (1168 Battery, San Francisco)

Sent over a crew with an industrial vacuum cleaner and cleaned 'tween decks of accumulated dust, dirt and sand from bow to stern.

Mariner Ship Service (Pier 20, San Francisco)

Moved in a crew who completely painted out 'tween decks museum area -- ship's sides and overhead both.

Harold Sommers (4420 Park Blvd., Oakland)

One of our steady volunteer workers, Harold, offered the services of his own motor launch to tow the paint float from Martinolich's to the ship.

Martinolich Ship Repair Co. (321 Embarcadero, Oakland)

This firm loaned us equipment for the sandblasting of the hull last fall -- they have once again come to the assistance of the old ship with the loan of their paint float.

See you on the 25th of June.

Karl Kortum

Karl Kortum

KK:cb

cc: Captain John Rankine - Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - S.F. Maritime Museum Association
M. Lembke - " " " "
R. Mayer - " " " "
W. Mills - " " " "
D. Nelson - " " " "
S. Walton - " " " "
J. E. Cushing - " " " "
Scott Newhall - " " " "
Alan Villiers - England
T. C. Conwell

July 1, 1955

A. F. Bartholomew	W. S. Dodge	C. A. Rasmussen
Bob Brightman	Mario Grossetti	George San Facon
Al Brown	Stan Lore	William M. Smock
Charles Cox	Leslie K. Moore	Louis G. Solari
		Ted Tiner

...: Karl Kortum

...ECT: Restoration of Ship PACIFIC QUEEN
Report No. 43 - UNDER THREE FLAGS

...m BALCLUTHA shipped her first crew and sailed from Tail of the Bank in the river ...le, the Red Ensign of the British Mercantile Marine was flying from her spanker ...ff. This predominately red flag, with the Union Jack in the corner, was familiar- ...known to seamen as the "Red Duster" or "Old Blood & Guts".

...rteen years and seventeen voyages around Cape Horn later, it was hauled down and ... elaborately striped flag of the Hawaiian Republic hoisted in its place. BALCLUTHA ... the unusual distinction of being the last vessel to fly the Hawaiian flag at sea. ... was struck for the last time in 1901 when she arrived at Honolulu with a cargo of ... from Newcastle. Captain Hatfield was instructed to enroll her there as an Ameri- ... vessel, pursuant to a special Act of Congress admitting her, as a foreign built ..., to American registry. This act was passed by the 56th Congress, running two ... over schedule with the clock stopped, and signed by President William McKinley ... months before he was assassinated.

... ship flew the American flag for 5 years as BALCLUTHA, for 28 years as the STAR OF ...KA, and for 21 years as the PACIFIC QUEEN (except as a movie ship when the White ...gn of the British Navy floated over her for scenes in "Mutiny on the Bounty.")

... Saturday, Bill Dodge's crew added a touch that has been missing these many months ... intense hard work. First they hoisted into place the new spanker gaff -- the ship ... been missing a spanker gaff since perhaps the turn of the century, the character- ...ic leg-of-mutton spanker of her days in the Pacific Ocean trade made it unnecessary. ...anker gaff is the ideal place to fly a flag, and our volunteers were equal to the ...sion. Bill Mills had brought over a spanking new American flag, a particularly ... one with nylon reenforcing donated by Ben B. Smith. The riggers broke it out ... Max Lembke led three cheers in a ringing prologue to the ship's rededication.

... DONE:

...io Grossetti had promised a heavy turnout of Shipfitters and he was as good as his ...; we had eight men from Local 9 on hand. This enabled us to make particularly ... progress with the steel work; three more Saturdays and it will not only be ...ped up but thoroughly so. Herman Mitchell, President of Local #681, was on hand ... four other welders and burners, and the screens throughout various parts of the ... were pushed close to completion and a good start made on the big doubling plate ...r the bowsprit.

... electricians from Local #595 were on hand, and two from Local #6. Scott Newhall ... Dave Nelson, who are rounding up supplies for this craft during the week, are hard ...ed to keep abreast of the installations that the Wright brothers and the other ... from these locals accomplish on the weekends.

... Moore and his painters from Local #1176, teamed up with Max Lembke's gang, worked ...rday and Sunday both, cutting in the white band and the black ports on the star-

board quarter and in the difficult area under the counter. Walt Taylor had the best comment on the accuracy of their work as he walked off a distance to survey the total effect: "She doesn't look real. She looks like a picture out of one of Lubbock's books superimposed on a modern landscape."

Tom Fong, Dwight Johnston, and C. W. Larrew from Shipwrights Local #1149, fitted a margin around the mizzen hatch, completed fitting the ladders into position, and bolted into place the last door frame in the midships house.

The Dodge gang was on hand fifteen strong on Saturday and four came back on Sunday. Rigging the span for the spanker gaff permitted another span to run down and lift the weight of the spanker boom, so the jury crutch was knocked away. With everything ship-shape at the after end of the vessel, the riggers concentrated on making the foremast ready for the final two yards, reeving halyards and securing the topgallant shrouds.

WORK AHEAD:

This part of the weekly report is herewith discontinued. All department heads report they have their work for these three final weekends measured up and tightly scheduled and it is felt that there is no need to spell out the obvious.

CONTRIBUTIONS:

Bethlehem Shipbuilding Corporation (20th & Illinois Sts., San Francisco)

Mr. Tom Ingersoll of Bethlehem Shipbuilding Corporation has stepped into the breach once again and supplied the ship with 36 rail stanchions, specially forged to our plans, together with a detailed blueprint for their installation. Mr. Ingersoll was bellwether for the solid support this ship has had from the Bay area shipyards, and might easily have just rested on his laurels for the drydocking, cleaning, and painting given the ship by Bethlehem last summer.

Mr. Ben B. Smith (420 Market Street, San Francisco)

Donated American flag to ship.

See you on the 2nd of July!

Karl Kortum

Karl Kortum

KK:cb
cc: Captain John Rankine - Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - S.F. Maritime Museum Association
M. Lembke - " " " "
R. Mayer - " " " "
W. Mills - " " " "
D. Nelson - " " " "
S. Walton - " " " "
J. E. Cushing - " " " "
Scott Newhall - " " " "
Alan Villiers - England
T. C. Conwell

July 6, 1955

TO: A. F. Bartholomew, Bob Brightman, Al Brown, Charles Cox, W. S. Dodge, Mario Grossetti, Stan Lore, Leslie K. Moore, C. A. Rasmussen, George San Facon, William M. Smock, Louis G. Solari, Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report No. 44

Lou Henley is a welder in Boilermakers Local 6 who has been mostly working on the steam plants that the P. G. & E. is building at different points on the coast. A few days ago he wound up work on a gasoline cracking plant at Oceania and the weekend of the 4th found him at the Ford Hotel Apartments on Mission Street, hoping to get a field job at Morro Bay when the holiday was over. In the meantime he had "nothing to do until Tuesday" and that turned out to be a lucky thing for the PACIFIC QUEEN.

C. A. Rasmussen, Assistant Business Manager for the Boilermakers, roused Lou out of bed on Saturday morning and asked if he would go over and help out with the ship along with Ric Aquila and Paul De Austria from the Local. The three of them stayed late and got in a good day's work, and Lou said that seeing he wasn't doing anything on Sunday, he would come back again if we needed him. The welding has reached a point where there are a host of little mopping up jobs all over the ship, and the offer was cordially accepted.

Sunday night, on the way back across the bridge, Lou said that there was a ship of the same type down at Long Beach some years ago, badly run down, with a dummy hanging from the rigging. So four year's work has not been in vain if the PACIFIC QUEEN of Long Beach is no longer recognizable. We told Lou it was the same ship, and thanked him for the compliment. He said he would like to bring Mrs. Henley over to see what had happened to that old rust bucket, and he wouldn't mind putting in another day welding.

We got word to George Hegard of Local #9, who put off a trip to Sacramento, to go shipfitting with Lou. Mrs. Henley spent the day on board and so the Fourth of July was celebrated with sparklers in the 'tween decks, which, on closer inspection, were recognizable as a welding arc. Safe, sane, and a big boost just when we needed it.

WORK DONE:

On Saturday, as mentioned, we had three welders and four shipfitters, and with Sunday's and Monday's steel fabricating added to that, the work about the decks and in the quarters is virtually complete. All screens were completed in fo'c'sle, midship house, and after quarters. The final door studs were welded in place. Brackets for exhibits and a handrail were fitted in the fo'c'sle. Brackets for a settee were fitted in the halfdeck. The striking plate for the poop bulkhead door latch was completed and the door shortened a half inch for a better fit. And the expanded metal bulkhead across the 'tween decks was completed and a 6-foot door made and hung.

Leon Fong and Francisco Machado represented the Shipwrights. The door frames in the head and lamp locker were completed by Leon, while Machado went right around

the midship house, fitting every door with the hardware that Max had made up to the original pattern. Also, margin pieces were fitted around the hatches in the 'tween decks in preparation for the sand-mastic levelling that Malott & Peterson-Grundy are carrying out during the week.

Max Lembke's gang went overside again, as they have on Saturday after Saturday, to carry on with the complex paint scheme that was fashionable in BALCLUTHA's heyday -- four colors, no less, between water and the top-gallant rail. By Saturday evening Max reported everything finished except the boot tooping, but he was back on Sunday and Monday nevertheless to push on with painting interiors. His wife, Corinne, and daughter, Sherry, were wielding paintbrushes, too.

Bill Dodge took advantage of the three-day weekend, like other department heads, to give the rigging a hard push. On Saturday he had men up all three masts. On Sunday he hove the two remaining yards forward ready for hoisting, and stayed the topgallant mast fore-and-aft and athwartships. On Monday, with a skilled crew of just four other riggers and himself, Bill started the heavy fore topgallant yard on its long journey aloft. The little hoisting engine had all it could do to make the lift, but all the gear had the right leads and up it went. When the parrel closed around the mast, it is safe to say that this Dodge gang unit had celebrated the Fourth like no other five people on the face of the earth.

ACKNOWLEDGMENTS:

Electrical supplies from the following firms were rounded up by Mr. Hugh Gallagher, the Museum's hard-working president:

Electric Corp. of San Francisco, 145 Ninth St., San Francisco
Incandescent Supply Co., 647 Mission St., San Francisco
Marine Electric Co., 185 Fremont St., San Francisco
Phillips & Edwards Electrical Corp., 265 Vermont St., San Francisco
Westinghouse Electric Supply Co., 201 Potrero Ave., San Francisco

These five firms divided up a list of 17 different types of electrical supplies and donated them to the restoration of the old ship.

See you on the 9th of July.

Karl Kortum

Karl Kortum

KK:fs

cc: Captain John Rankine - Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - SFMMA
M. Lembke - do
R. Mayer - do
W. Mills - do
D. Nelson - do
S. Walton - do
J. E. Cushing - do
Scott Newhall - do
Alan Villiers - England
T. C. Conwell

July 13, 1955

TO:

A. F. Bartholomew	W. S. Dodge	C. A. Rasmussen
Bob Brightman	Mario Grossetti	George San Facon
Al Brown	Stan Lore	William M. Smock
Charles Cox	Leslie K. Moore	Louis G. Solari
		Ted Tiner

FROM: Karl Kortum

SUBJECT: Restoration of Ship PACIFIC QUEEN
Report #45

The report this week will be of the briefest, for the good reason that installation of displays on the ship has begun. We are working against time in this department, and every minute counts -- installation couldn't commence until the 'tween decks were resurfaced and they have to be complete by next week.

Saturday was a good example of the spirit that has repaired the ship -- almost a culminating example. Fifty-three men turned out (we have been averaging between thirty-six and forty these past several months), and this near to the end, it was just when we needed them. The way they deployed to their various tasks is a credit to the department heads -- organization is of a high order when a big bunch like this turns out and you can't find an idle man.

The work accomplished was of the same pattern as during the past several weekends, more and more projects finished (period!). Then the gang doubles up on the ones that are incomplete, or luxuriates by giving their work that little extra touch that for a year seemed unattainable.

CONTRIBUTIONS:

White Brothers, 2150 Oakdale Ave., San Francisco

The White Bros. company has made a sizeable donation by providing sufficient teak (the real McCoy to a windjammer) to make ladders for both poop and fo'c'slehead. Teak is so valuable these days that it is usually found only in fine furniture.

Stan Flowers Co., 1164 Battery, San Francisco

And Stan Flowers, whose contribution over a period of a year must be topping $2,000, turned the teak into finished ladders in his shop. No firm has been more loyal to the project.

Oakland Dock & Warehouse Co., 1401 Middle Harbor Road, Oakland

This company has not only been very forebearing about our use of their side of the pier, but they have provided a crane on request for hoisting materials and equipment aboard.

Air Reduction Co., 1485 Park Ave., Emeryville

This firm has supplied welding oxygen for these last vital weeks.

Pacific Fire Extinguisher Co., 142 Ninth St., San Francisco

They have contributed hoses, nozzles and couplings for fire protection aboard.

H & H Ship Service, Foot of Channel St., San Francisco

They have added to their loan of tools last fall what, with this Saturday's work, will be three full days of work, three men each day, and use of equipment, to lay out and paint the entire boottopping -- a contribution worth about $400.

Upholstering:

This bit of authentic luxury has been completed now, with donated labor from members of Upholsterer's Local #3, work done at Luque's Upholstery Shop (1601 East 14th Street, Oakland.) Mrs. Lella Madu made the curtains and draperies in her shop and furnished the lining of the drapes.

Tay-Holbrook, Inc., 165 Eighth St., San Francisco

This firm has donated 160' of 1½" galvanized pipe, and 175' of 1" galvanized pipe -- sufficient to make handrails for all ladders at both main and mizzen hatches.

Duchess Party Foods, 2350 Grove St., Oakland

This firm, from whom we have purchased our Saturday's lunches for almost a year now, pitched into the project with a promise of a free lunch for this Saturday, our final organized workday.

Anderson & Cristofani, Innes & Griffin Sts., San Francisco

This old-time San Francisco boat building firm has been most helpful to the Museum itself during the past four years in letting us use some of their historical and research material. They have also given the PACIFIC QUEEN a boost by manufacturing a handsome pair of skylights for the ship that exactly match the appearance of the originals as shown in old photographs. One is for the fo'c'sle, one for the galley.

Pacific Telephone & Telegraph Co., 444 Bush St., San Francisco

They are lending the services of their Axel Widerstrom to the ship for three days over this weekend, to install the display lights in the 'tween decks. In addition, Axel himself (sone of the Alaska Packers well-known captain) has donated a number of photographs for use in the museum on board, pictures he took when he accompanied his father on trips north.

RAIN CHECK:

The San Francisco Maritime Museum Association had originally hoped to stage an open house on the ship for all hands who have helped -- the timing of this event was to be before the ship was thrown open to the public. But we find ourselves getting into business much later than expected (and with a much more complete ship than expected) -- actually with half the summer's tourist season already slipped away. Expenses, too, have been heavy, and the ship is in debt. For that reason the Association, which as a non-profit organization is most anxious to write off

this debt, would like to ask forebearance on this matter until later in the summer when the ship will be reserved for a special "Restorer's Day" gathering, strictly for the men who did it. (Formal invitations will be sent through the mail.) At the moment, there is not enough money in the kitty to buy the cake and coffee for the several hundred people we hope will attend this event.

Early next week membership cards will be sent to all of those who volunteered throughout the year. These are stamped "Life Member", and entitle the holder and one guest to go aboard the PACIFIC QUEEN free -- for life.

See you on the 16th.

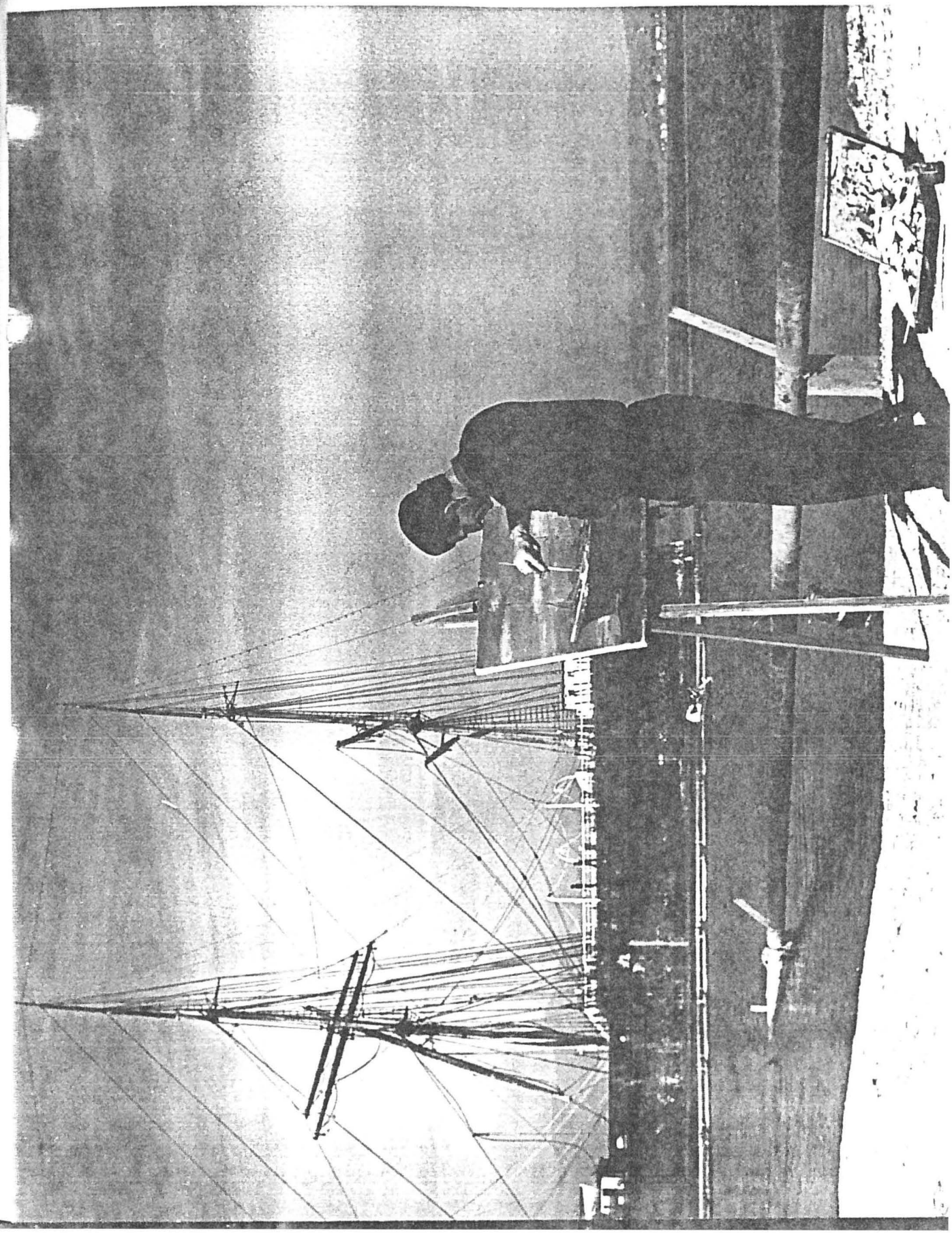
Karl Kortum

Karl Kortum

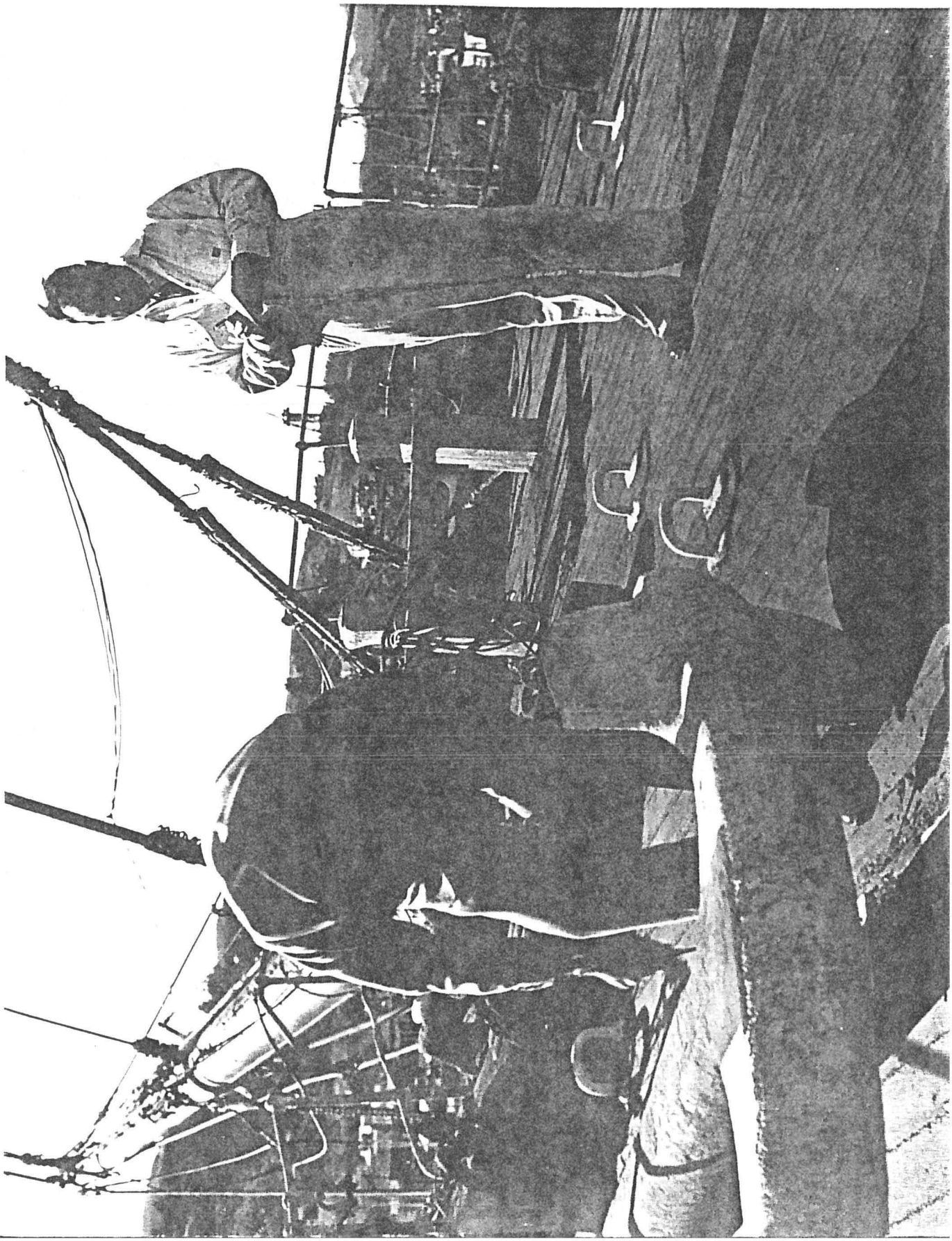
KK:fs

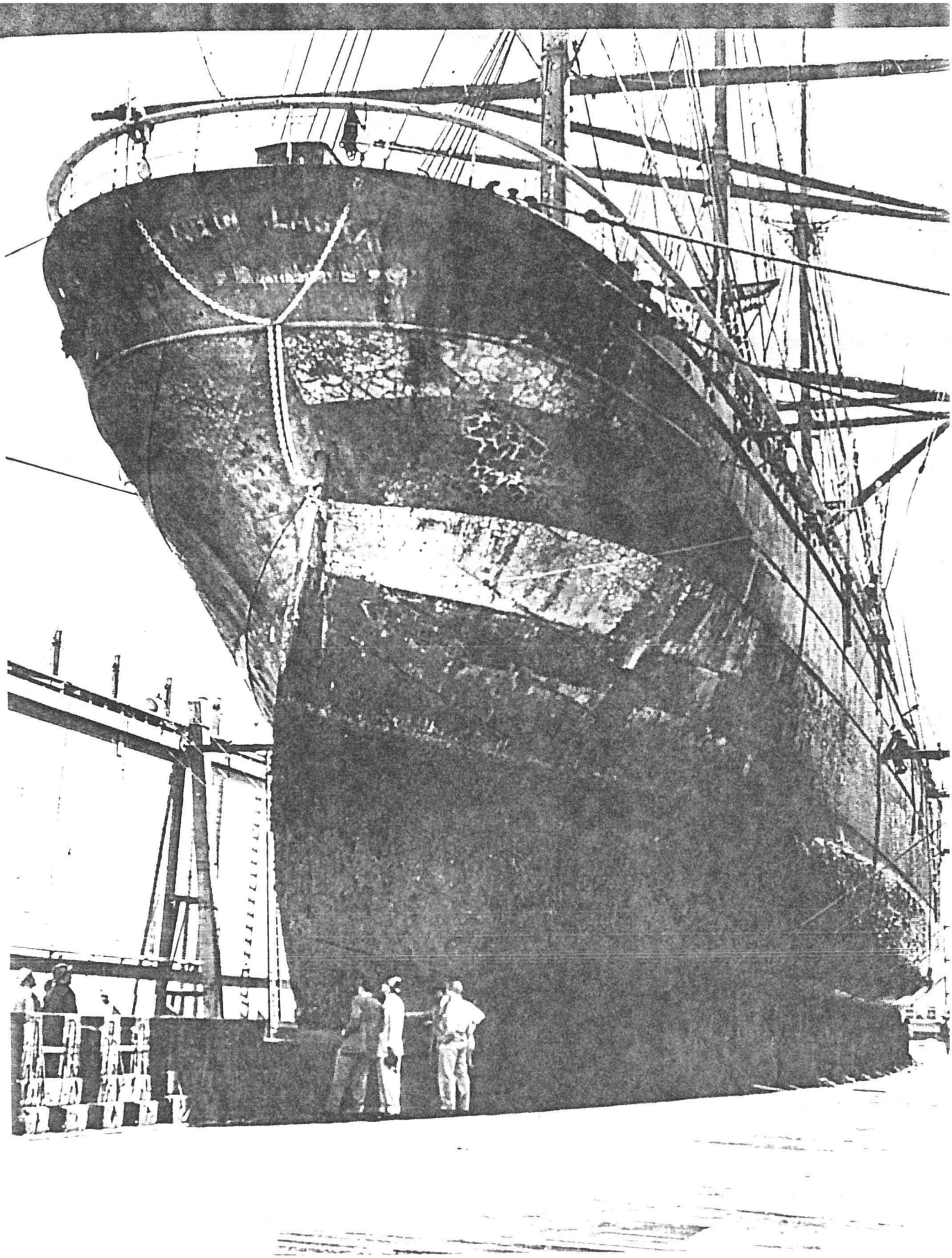
cc Captain John Rankine - Ship PACIFIC QUEEN
M. Bartlett - Moore's
Neal Johnson - Moore's
H. Gallagher - SFMMA
M. Lembke do
R. Mayer do
W. Mills do
D. Nelson do
S. Walton do
J. E. Cushing do
Scott Newhall do
Alan Villiers - England
T. C. Conwell

Picturesque, run-down old sailing ship at Sausalito . . . subject for artists.

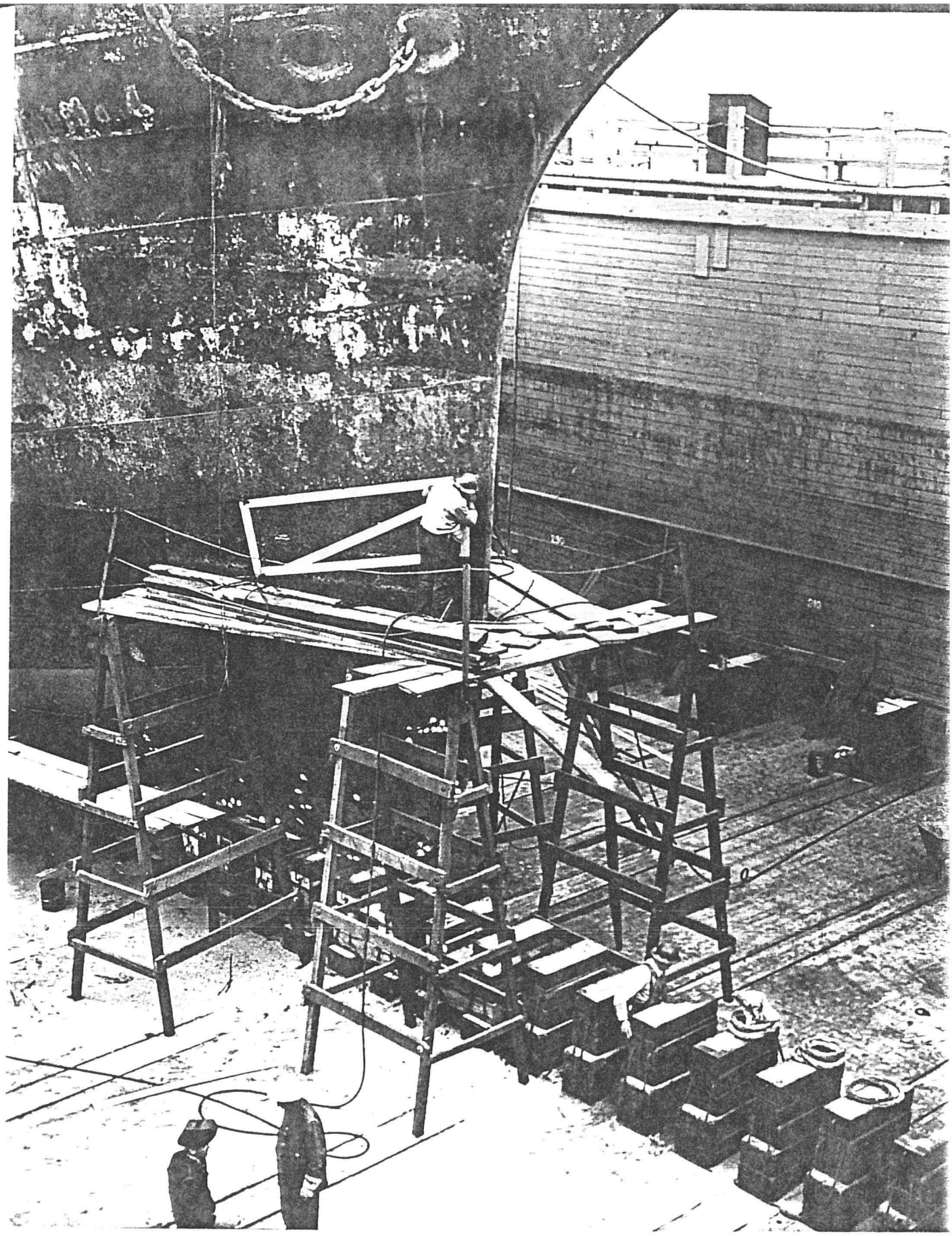


Marine surveyors come to see whether she might be equal to a new kind of career.



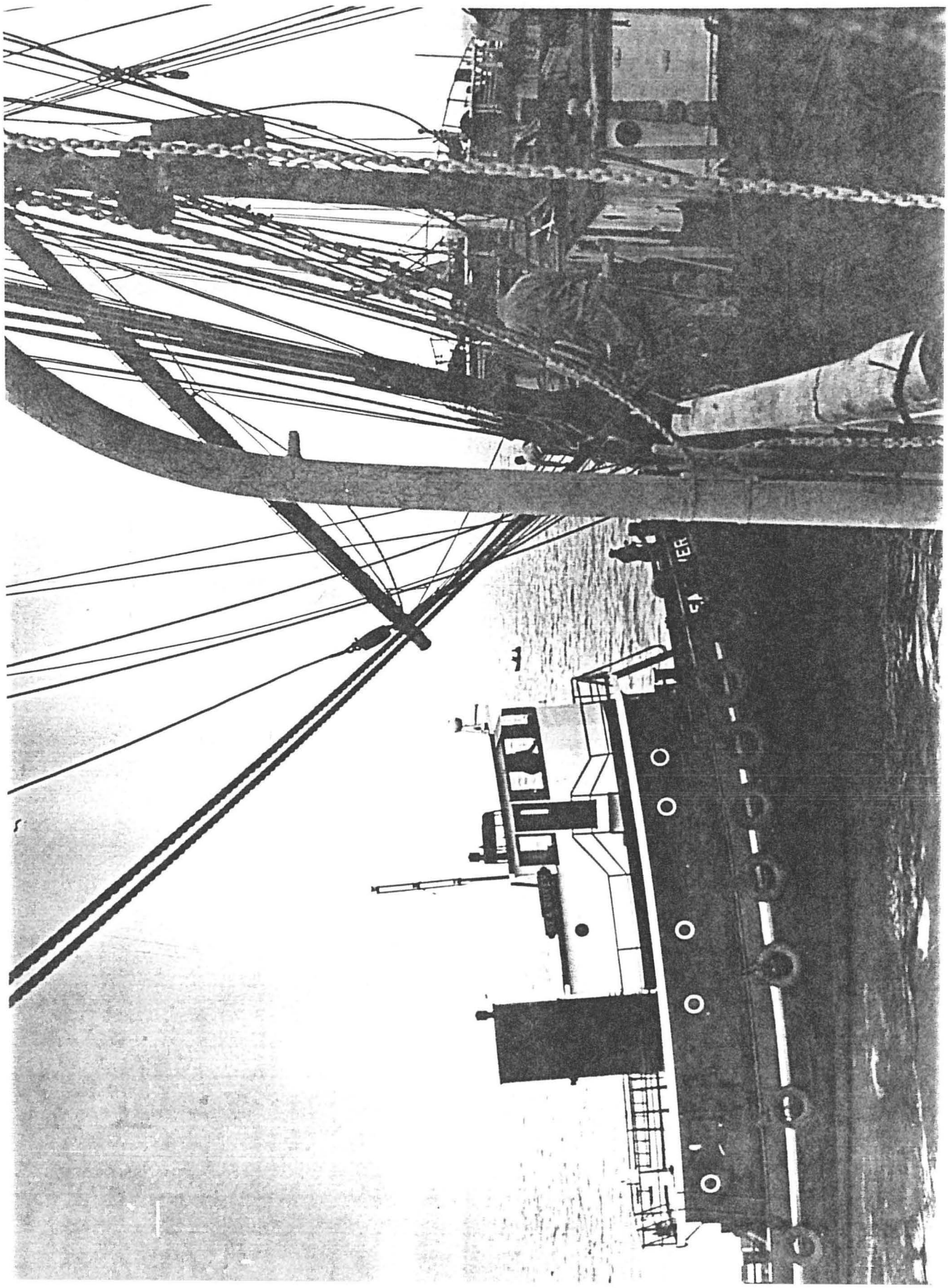


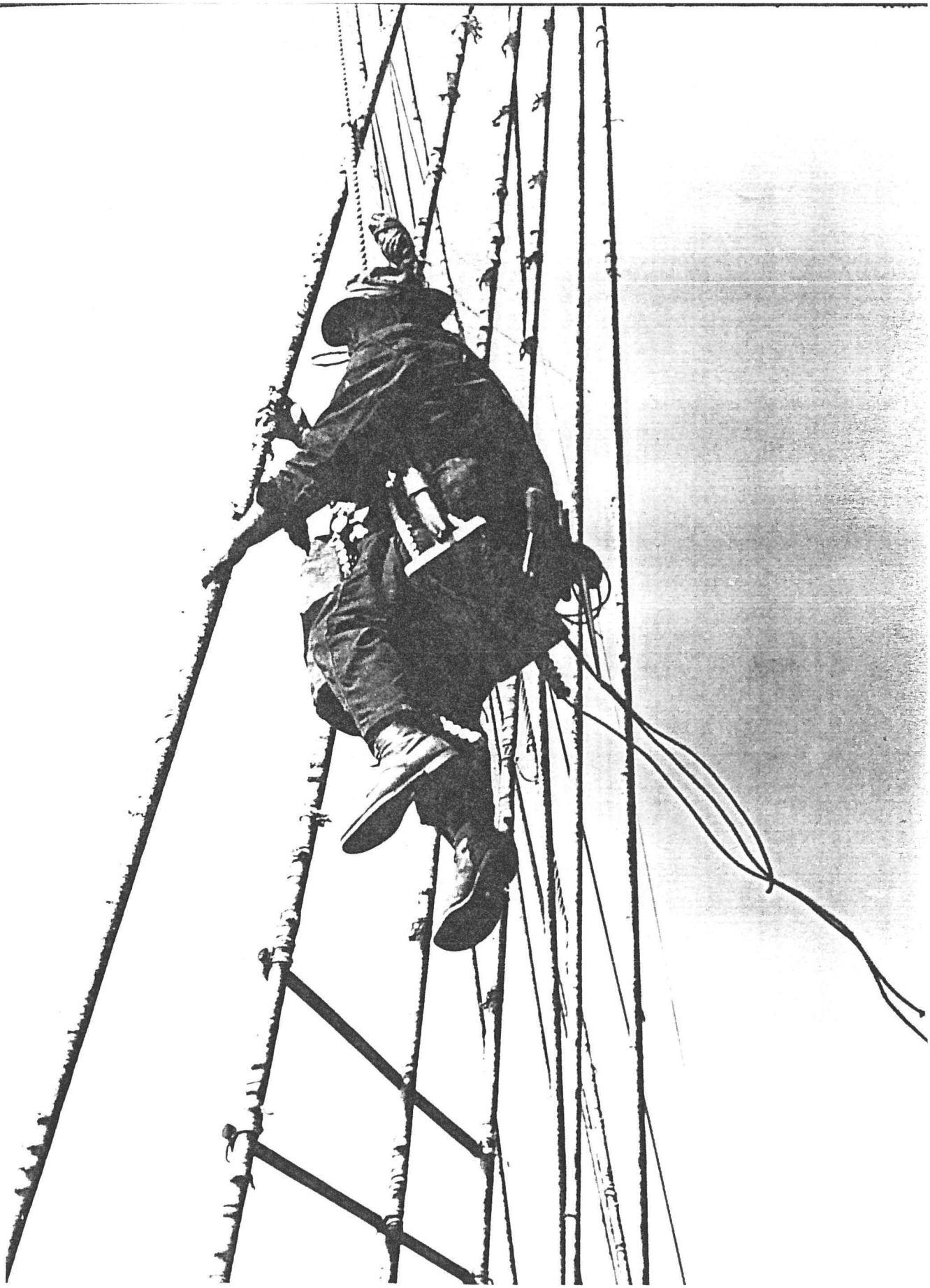
The bottom hadn't been sighted in more than a quarter of a century . . . if it passed, the Maritime Museum would pick up the option.



Making a pattern for a doubler plate where the metal is thin.

A tug comes to shift her from the Bethlehem shipyard in San Francisco to Moore Drydock Co. shipyard in Alameda.





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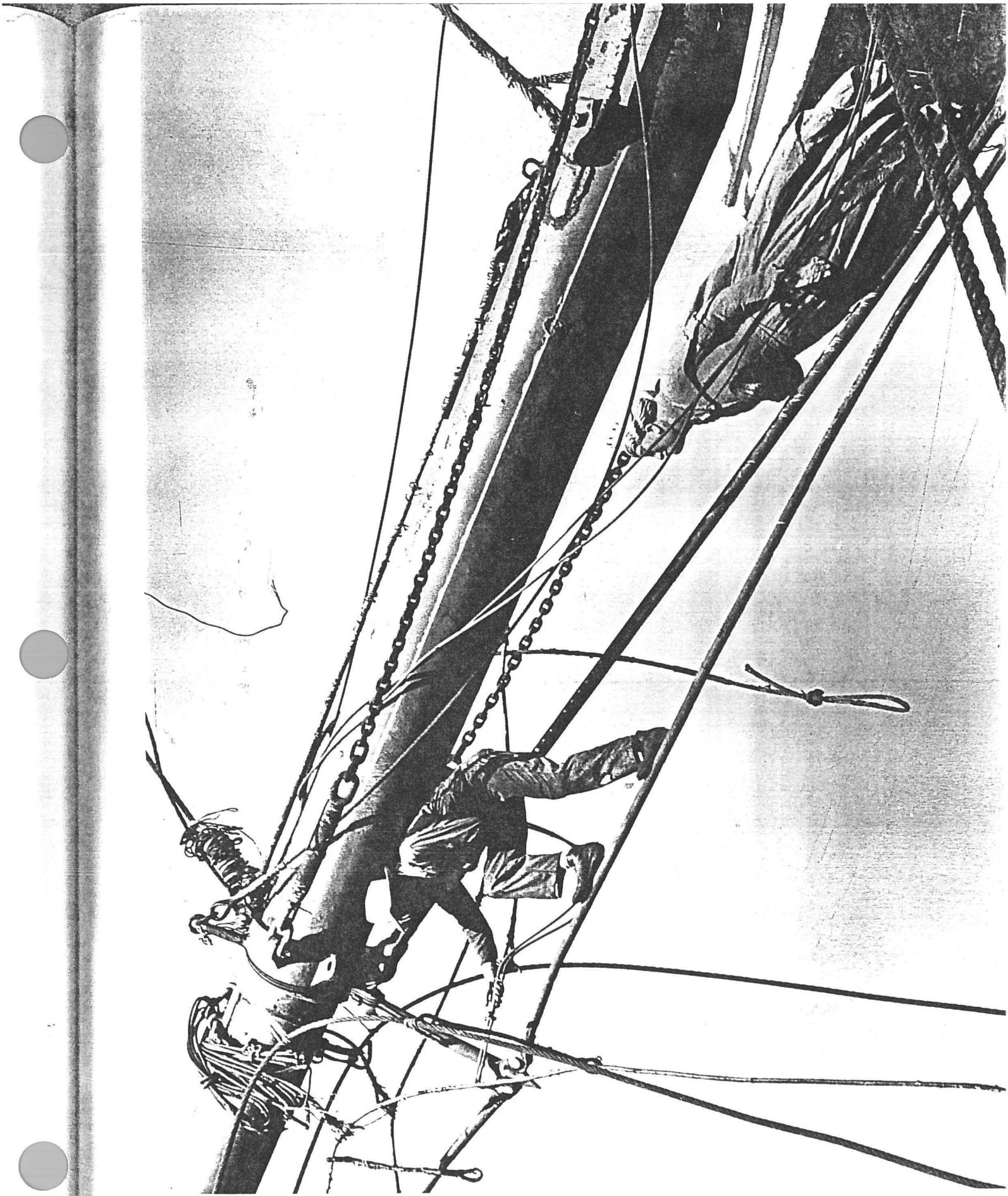
Dominic Monte was one of Jack Dickerhoff's star riggers . . . I discovered I'd worked with him in Pete Mladinich's stage rigging gang at the little Bethlehem repair yard in Alameda (mostly steam schooners and ferryboats) thirteen years before. We were installing a tail shaft in the Alaska Packer's steamer ETOLIN, the former MATSONIA. A mass of chain tackles was clustered in the fidley, each to be adjusted (Pete: "Dominic . . don't move an inch!") Pete later told me, new to shipyard work, that I had the honor to be involved in "the largest tail shaft job he had ever worked on."

Alex Donald, the old Scots master shipfitter on the job, oversees the cropping off of a "rotten" steel yardarm.



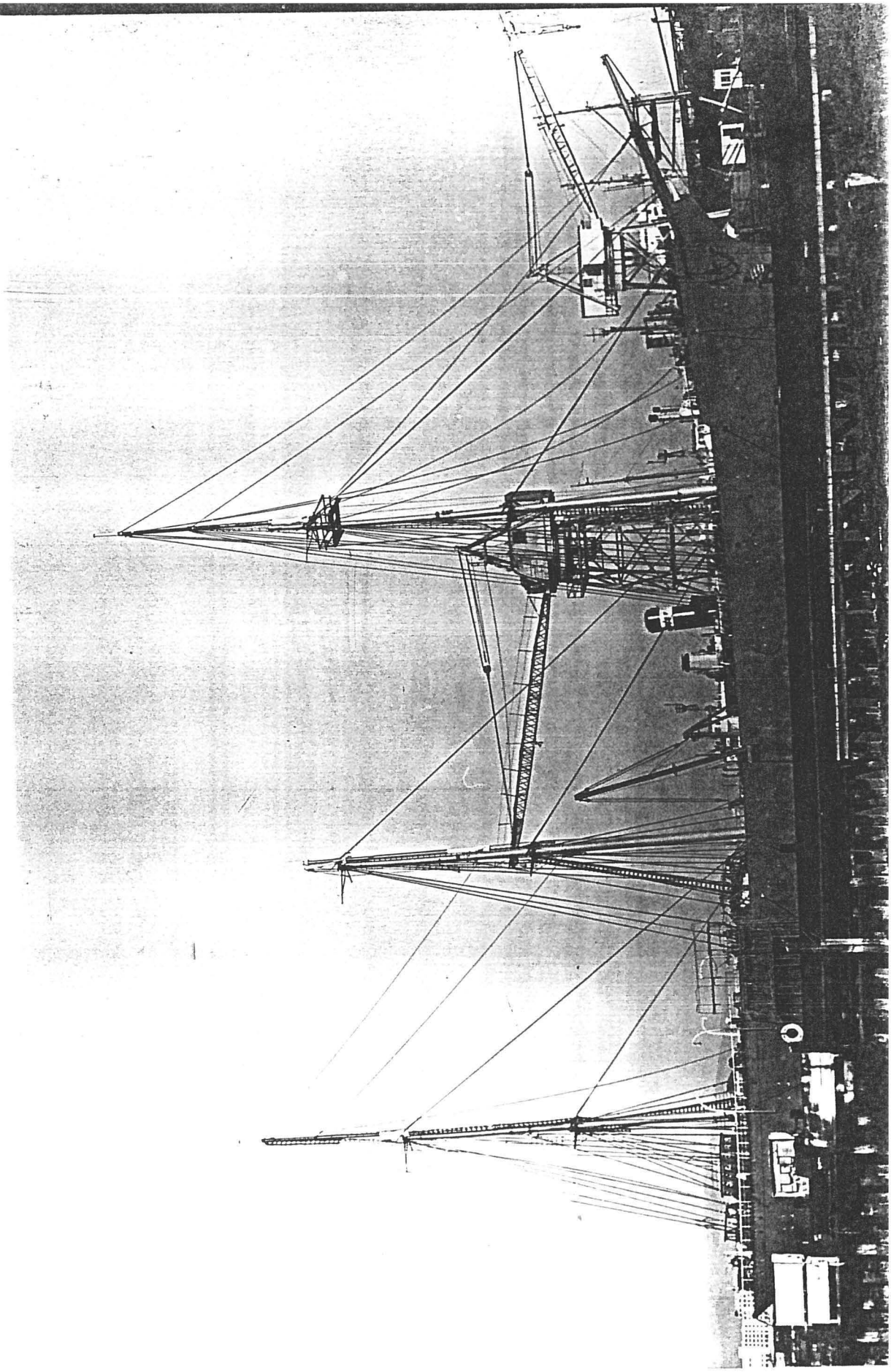
The outer half of the "marlinspike jibboom", as some old-timers called a spike bowsprit, had to be replaced. Here a welder burns away the bobstay.

Bill Dodge of Matson, Jack Rankine, Max Lembke (of the Ship Committee, one of the patient negotiators with Rose Kissinger, the owner, during the previous year--the "worst year of my life", I call it), Karl Kortum.

We are in the saloon, discussing her rigging plan.

Rankine went north in 1905 in the down-Easter LEVI G. BURGESS as carpenter in Nicholas Wagner's salvage crew to careen, repair, and sail back the BALCLUTHA which had been wrecked on a reef off Goose Island in 1904.

See June 8.



All three wooden topgallant masts were sent down, but found sound. Here the main topgallant mast goes back up again.

April 7, 1955

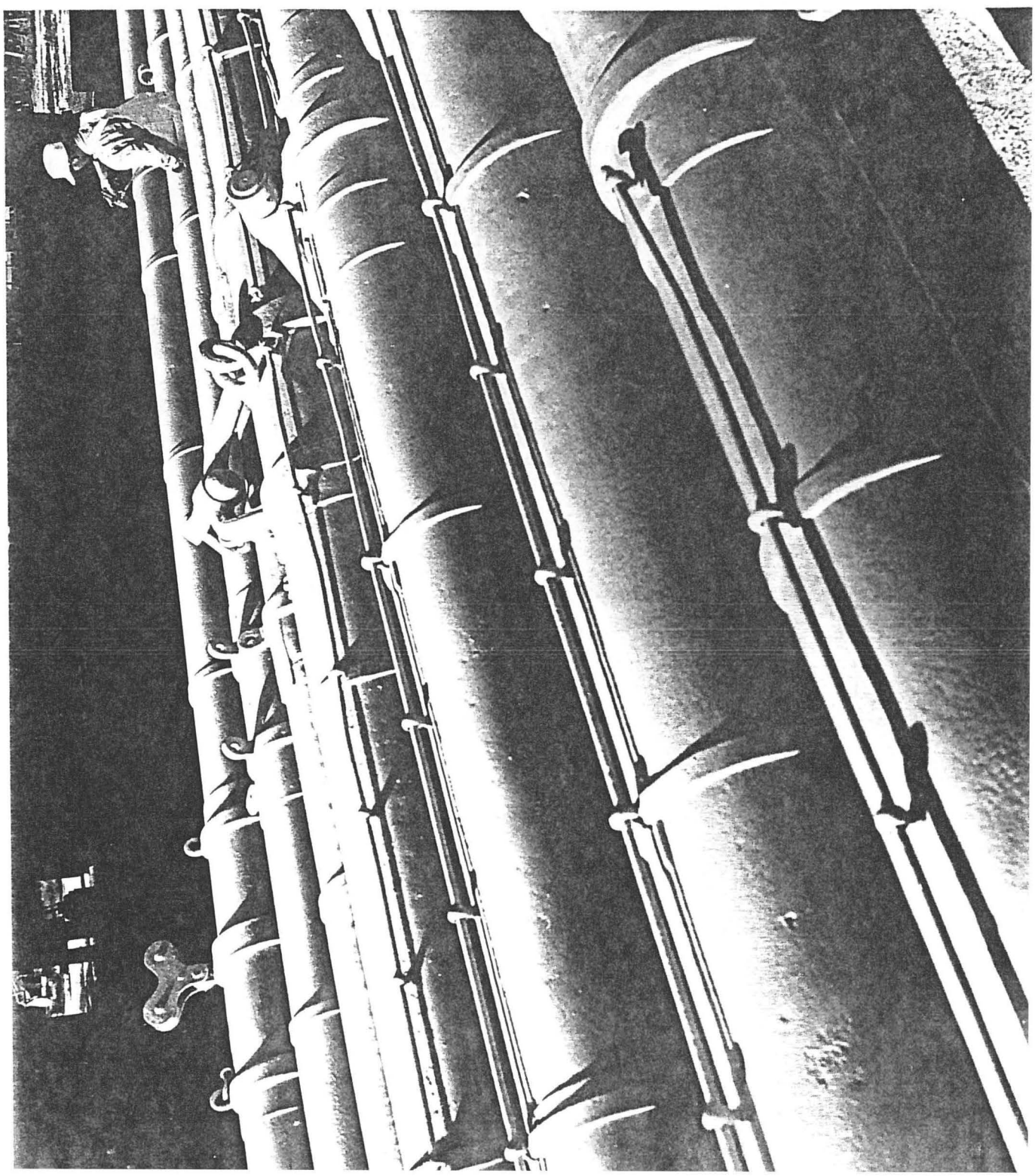
Rigging Superintendent Jack Dickerhoff says that for many years a man named "Fiddle Eric" Carlson was 2nd Mate on our ship, then known as STAR OF ALASKA.

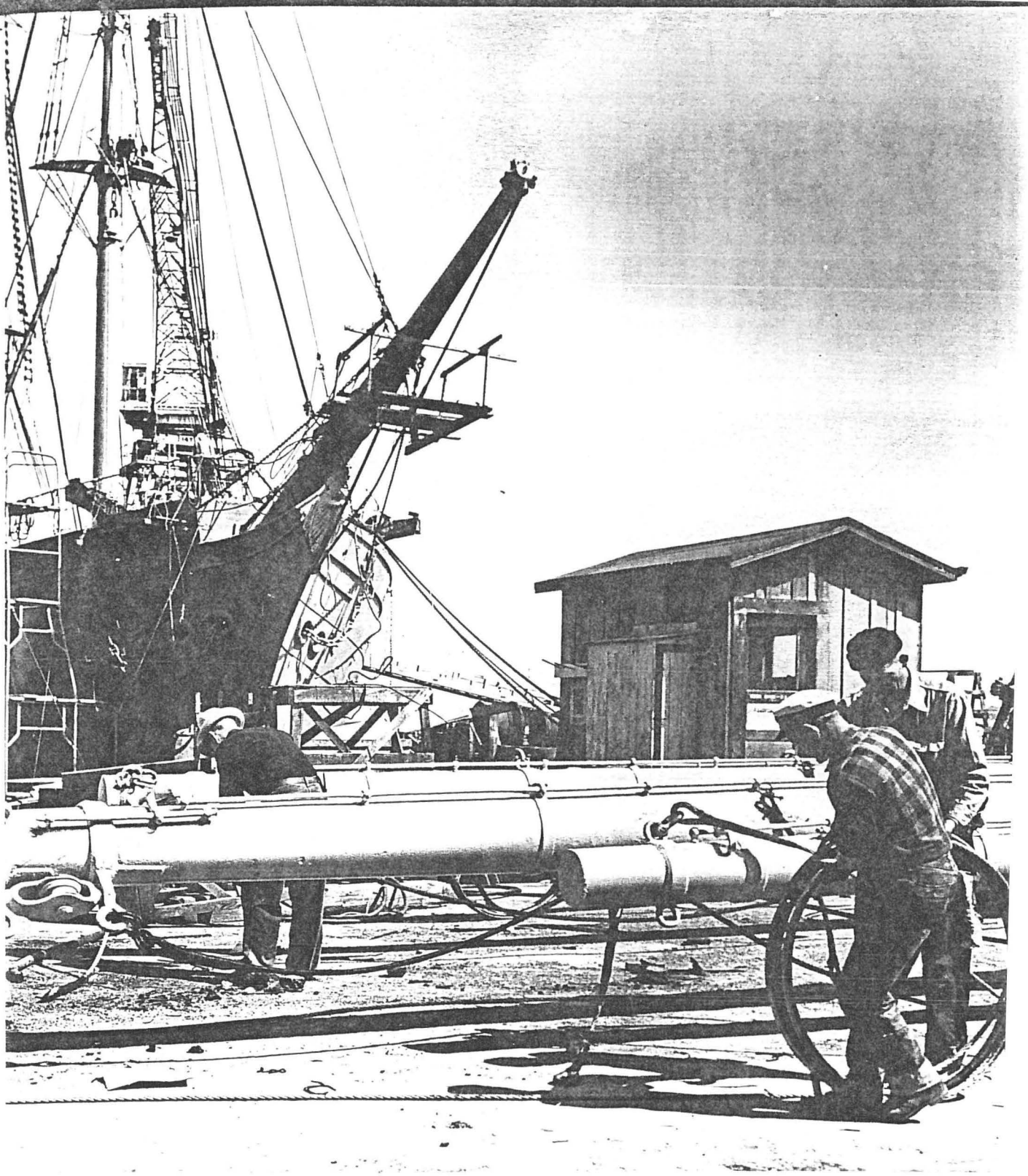
During the winter months, Carlson used to work in the Alaska Packer's rigging gang; this gave off-season employment to many of the best seamen in the fleet and kept the twenty-odd windjammers in seagoing condition. Rigging Superintendent was Captain C. A. Halvorson, described by Dickerhoff as "the genuine two-fisted article", and for many years the man who took the STAR OF ALASKA north each spring.

According to Fiddle Eric (he got the name when he contrived a violin from a cigar box), the STAR OF ALASKA always remained Halvorson's favorite ship, even when he turned over command to another captain. Halvorson had become the Superintendent of the Chignik Cannery, but he still traveled north each spring in the ALASKA. When Halvorson stepped aboard, nominally a passenger, he took over command for all practical purposes.

In his wintertime position as Rigging Superintendent for the fleet at Alameda, Halvorson was able to see that the STAR OF ALASKA got the best of everything. This blatant favoritism during the ship's middle age is one of the likely reasons that the masts are still standing in her today.

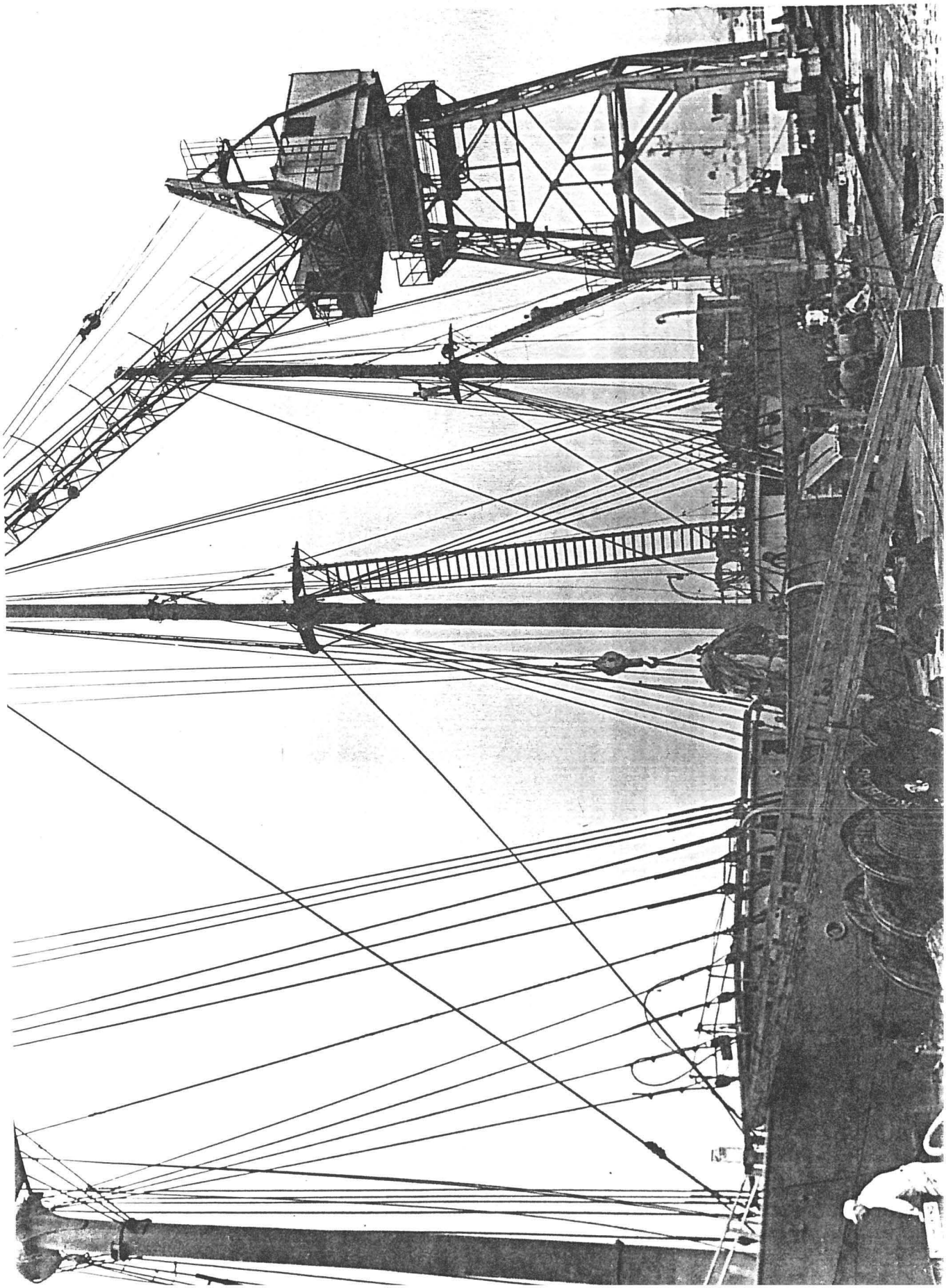
A coat of primer on the steel yards.



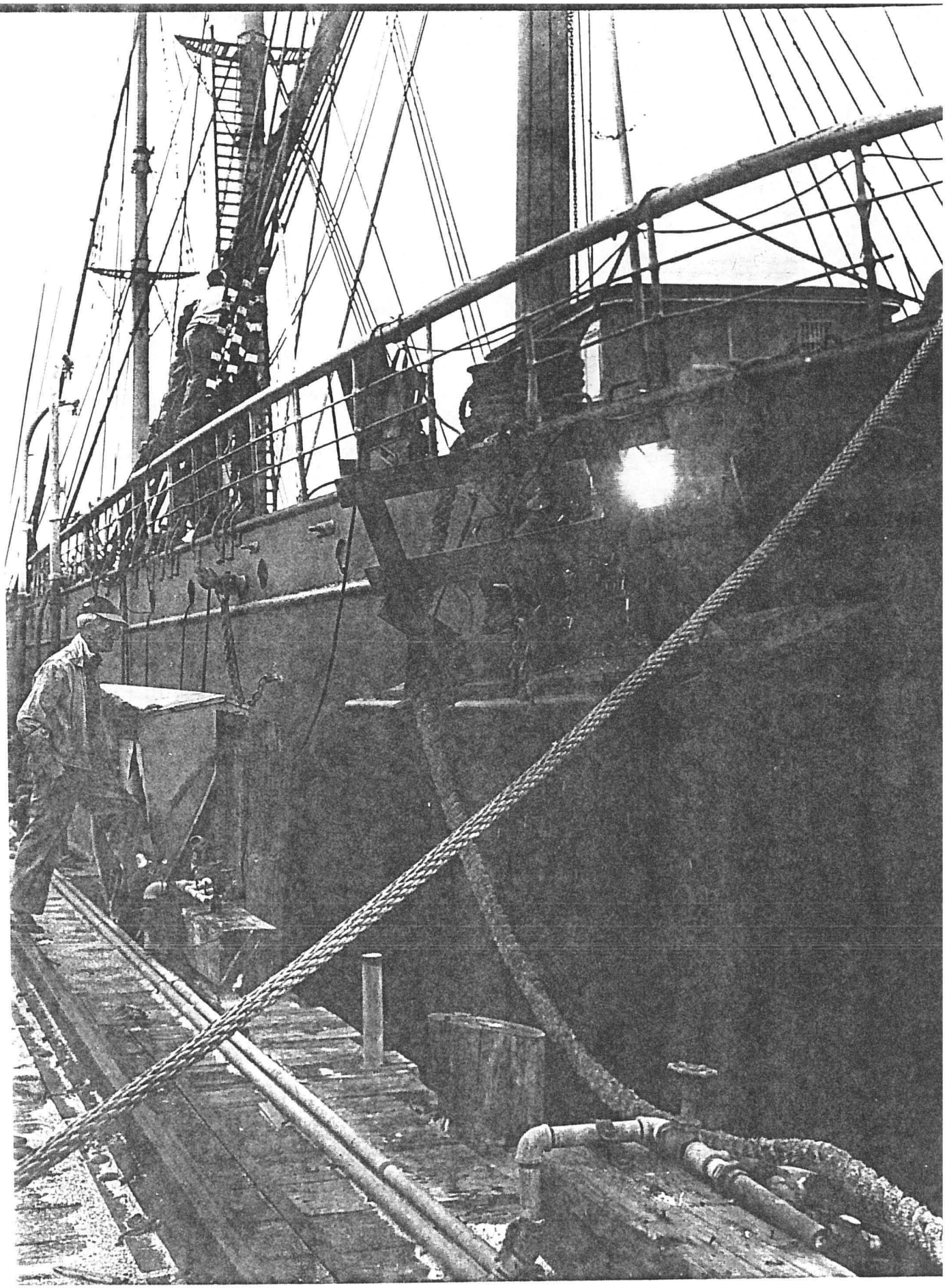


Fingal Larsen (left), who sailed in Donald McKay's GLORY OF THE SEAS, seizes a footrope on one of the repaired yards. (See April 27 and June 23).

A crane lifts her sails out of the main hatch.



Bill Dodge's volunteer rigging gang fits the rigging made by Jack Dickerhoff's professional rigging gang in the Moore Drydock Co. rigging loft.



There was a hole in the plating back here almost large enought to stick your head through. A welder fits a patch.

We removed the donkey engine from the after end of the midship house because it was not original. It had been fitted at the turn of the century when her Glasgow owners sold her to West Coast sawmill interests, the Puget Sound Commercial Co. (i.e. Pope & Talbot). Here the folding doors at the after end of the house are being replaced again with a steel plate.

Jakob Isbrandtsen

2 LAFAYETTE COURT • GREENWICH, CONNECTICUT 06830 • (203) 869-0600

DEAR KARL

MANY THANKS! — WE'RE MAKING GOOD PROGRESS AT THIS END. YOU'LL LIKE WHAT YOU SEE THE NEXT TIME ONBOARD.

JI

22